

## **Appendix A** Draft Section 4(f)

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# Cajalco Road Widening and Safety Enhancement Project Section 4(f)

Submitted Pursuant to 49 USC 303

Riverside County, California  
08-RIV-Cajalco Road  
No. STPL-5956 (195)



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STATE OF CALIFORNIA  
Department of Transportation



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## Acronyms and Abbreviations

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91/PVL	Metrolink 91/Perris Valley Line
ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
Cahuilla	Cahuilla Band of Indians
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CFR	Code of Federal Regulations
County	Riverside County Transportation Department
dBA	A-weighted decibel
DOI	United States Department of the Interior
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FOE	Finding of Effect
HCP	Habitat Conservation Plan
HPSR	Historic Property Survey Report
I-15	Interstate 15
I-215	Interstate 215
LM MSHCP	Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan
LM-EM Reserve	Lake Mathews-Estelle Mountain Core Reserve
LMR	Lake Mathews Multiple Species Reserve
LWCF	Land and Water Conservation Fund
MLD	Most Likely Descendant
MOA	Memorandum of Agreement
Morongo	Morongo Band of Mission Indians
MRZ	Mineral Resource Zone
MWD	Metropolitan Water District of Southern California
NAC	noise abatement criteria
NAHC	Native American Heritage Commission
NNG	nonnative grassland
NPS	National Park Service
NRHP	National Register of Historic Places
Pechanga	Pechanga Band of Luiseño Mission Indians
PPAD	Potential Prehistoric Archaeological District
project	Cajalco Road Widening and Safety Enhancement Project

RCHCA	Riverside County Habitat Conservation Agency
RSS	Riversidian sage scrub
RTA	Riverside Transit Agency
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHPO	State Historic Preservation Officer
SKR	Stephens' kangaroo rat
SKR HCP	Stephens' Kangaroo Rat Long-term Habitat Conservation Plan
Soboba	Soboba Band of Luiseño Indians
SR-74	State Route 74
SR-91	State Route 91
TCP	Traditional Cultural Property
THPO	Tribal Historic Preservation Officer
USC	United States Code
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
WRC MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
XPI	Extended Phase I Investigation

# Chapter 1 Introduction

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This evaluation identifies the Section 4(f) resources in the Cajalco Road Widening Project study area, describes the nature and extent of the potential effects on these properties, evaluates alternatives that would avoid the use of Section 4(f) resources, and describes measures to minimize harm to the affected resources.

## 1.1 Section 4(f)

### 1.1.1 Section 4(f) of the Department of Transportation Act

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreational lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project... “requiring the use of publicly owned land of a public park, recreational area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, State, or local officials having jurisdiction over the park, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreational area, wildlife and waterfowl refuge, or historic site resulting from the use.”

Section 4(f) further requires coordination with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

The proposed project is a transportation project that may receive federal funding and/or discretionary approvals through the U.S. Department of Transportation (i.e., Federal Highway Administration [FHWA]); therefore, documentation of compliance with Section 4(f) is required.

This Section 4(f) analysis provides documentation of compliance with Section 4(f) through the analysis of effects and determination of use of public parks, recreational facilities, wildlife refuges, and historic properties as a result of the proposed project, and the identification and evaluation of avoidance alternatives and measures to minimize harm, as applicable, in accordance with the requirements of Section 4(f).



To determine whether Section 4(f) applies to a federal transportation project, two prerequisites are considered: (1) the project must involve a resource that is protected under the provisions of Section 4(f), and (2) there must be a use of that resource. Resources subject to Section 4(f) consideration include publicly owned lands that are considered part of a public park; or a recreational area of national, state, or local significance, whether publicly or privately owned.

### 1.1.2 Use of 4(f) Resources

As defined in 23 Code of Federal Regulations (CFR) 774.17, a “use” of a protected resource occurs when any of the following conditions are met:

- **Permanent Use:** Land is permanently incorporated into a transportation facility.
- **Temporary Use:** There is a temporary occupancy of land that is adverse in terms of the statute’s preservation purpose as determined by the criteria in 23 CFR 774.13(d).
- **Constructive Use:** There is a constructive use of a Section 4(f) property as determined by the criteria in 23 CFR 774.15.

#### 1.1.2.1 Permanent Use

Permanent use of a Section 4(f) resource takes place when part or all of the property designated for protection under Section 4(f) is permanently incorporated into a transportation project (23 CFR Section 774.17). This may occur as a result of partial or full acquisition of a fee simple interest, permanent easements, or temporary easements that exceed regulatory limits.

#### 1.1.2.2 Temporary Use

A temporary use of a Section 4(f) property occurs when there is temporary occupancy of a protected property for construction-related activities and when that temporary occupancy is considered adverse in terms of the preservationist purposes of the Section 4(f) statute.

#### Temporary Occupancy without Use

If the following five conditions set forth in 23 CFR Section 774.13(d) can be satisfied, Section 4(f) does not apply.

1. The duration of the occupancy must be temporary (i.e., shorter than the period of construction) and does not involve a change in ownership of the property.
2. The scope of the work must be minor, with only minimal changes to the protected resource.
3. There are no anticipated permanent adverse physical impacts on the protected resource and no temporary or permanent interference with the activities or purpose of the resource.
4. The land being used must be fully restored to a condition that at least equals the condition that existed prior to the proposed project.

There must be documented agreement by the appropriate officials having jurisdiction over the Section 4(f) resource regarding the above conditions.

### 1.1.2.3 Constructive Use

A constructive use of a Section 4(f) resource happens when a transportation project does not permanently incorporate land from the resource in the transportation facility, but the proximity of the project to the Section 4(f) property results in adverse proximity impacts (i.e., noise, vibration, visual, access, and/or ecological impacts) so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired (23 CFR Section 774.15). Substantial impairment occurs only if the protected activities, features, or attributes of the Section 4(f) property are substantially diminished by the indirect adverse impacts of the project (23 CFR Section 774.15(a)). This determination is made through the following process:

- Identification of the current activities, features, or attributes of the resource that may be sensitive to proximity impacts
- Analysis of the potential proximity impacts of the project on the resource
- Consultation with the appropriate officials having jurisdiction over the resource (23 CFR Section 774.15(d))

## 1.2 Organization of Section 4(f) Analysis

Because this project involves the assessment of multiple Section 4(f) properties and different types of Section 4(f) documentation, it is organized as follows:

Chapter 2, *Project Description*: This chapter states the purpose of and need for the proposed project, and briefly describes the build alternatives and the No-Build/No Action Alternative.

Chapter 3, *Section 4(f) Resources*: This chapter describes the Section 4(f) resources considered in this Section 4(f) Evaluation.

Chapter 4, *Mead Valley Potential Prehistoric Archaeological District Draft Individual Section 4(f) Evaluation*: This chapter describes the use of land from these prehistoric sites by the build alternatives, alternatives that were considered to avoid the use of land from these prehistoric sites by the build alternatives, and measures and actions incorporated in the build alternatives to avoid or reduce the use of land from these prehistoric sites.

Chapter 5, *CA-RIV-7843, Locus 816 Draft Individual Section 4(f) Evaluation*: This chapter describes the use of land from this prehistoric site by the build alternatives, alternatives that were considered to avoid the use of land from the prehistoric site by the build alternatives, and measures and actions incorporated in the build alternatives to avoid or reduce the use of land from this prehistoric site.

Chapter 6, *Traditional Cultural Properties – Tíu'uv, Qaxáalku Payómik, Qaxáalku Kwíimik Proposed De Minimis*: This chapter describes the use of land from these prehistoric sites by the build alternatives, alternatives that were considered to avoid the use of land from these prehistoric sites by the build alternatives, and measures and actions incorporated in the build alternatives to avoid or reduce the use of land from these prehistoric sites.

Chapter 7, *Lake Mathews-Estelle Mountain Core Reserve Proposed De Minimis Use*: This chapter describes the use of land in Lake Mathews-Estelle Mountain Core Reserve (LM-EM

Reserve) by the build alternatives, measures to minimize harm to the LM-EM Reserve by the build alternatives, and coordination conducted with the official with jurisdiction.

Chapter 8, *Lake Mathews Multiple Species Reserve Proposed De Minimis Use*: This chapter describes the use of land in Lake Mathews Multiple Species Reserve (LMR) by the build alternatives, measures to minimize harm to the LMR by the build alternatives, and coordination conducted with the official with jurisdiction.

Chapter 9, *Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determinations*: This chapter discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project limits that do not trigger Section 4(f) protection.

Chapter 10, *Section 6(f)*: This chapter discusses properties protected or enhanced with funding from the Land and Water Conservation Fund.

Chapter 11, *References*: This section lists the references used in preparing this Section 4(f).

Attachment A: Consultation Correspondence

Attachment B: *CONFIDENTIAL* Maps of Section 4(f) Historic Properties Evaluated

## **Chapter 2**      **Project Description**

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The Riverside County Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Cajalco Road, or a combination of Cajalco Road and El Sobrante Road, between Temescal Canyon Road to the west and Interstate 215 (I-215) to the east. The proposed project is located in Riverside County, California, and covers a distance of approximately 15.7 miles. In general, Cajalco Road and El Sobrante Road through the project area are two-lane undivided roadways with one 12-foot lane in each direction and shoulders of varying widths.

The proposed project includes the widening of Cajalco Road, or a combination of Cajalco Road and El Sobrante Road, between Temescal Canyon Road and the I-215 southbound ramps in the County of Riverside. A small portion of the westernmost part of the alignment is located in the city of Corona. The project would widen the roadway to four lanes between Harvill Avenue and Temescal Canyon Road, and to six lanes between the I-215 southbound ramps and Harvill Avenue, to improve east-west mobility and to provide increased capacity and improved traffic flow and safety.

Portions of the project would be located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP), Stephens' Kangaroo Rat Long-term Habitat Conservation Plan (SKR HCP), and Metropolitan Water District of Southern California (MWD) Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (LM MSHCP). The project's consistency with the plans and goals adopted by the multiple HCPs are evaluated in the environmental document prepared for the project.

### **2.1 Project Purpose and Need**

The purpose of the Cajalco Road Widening and Safety Enhancement Project (project) is to:

- Improve the transportation facility to address anticipated growth and mobility needs.
- Improve interregional travel by improving east-west mobility in Riverside County.
- Improve roadway alignment and intersection design to enhance safety.

By Year 2040, the population of unincorporated Riverside County is estimated to increase by 39.1 percent and employment is projected to increase 122.1 percent. Adjacent cities are also projected to experience similar growth, with the greatest increases in population and employment anticipated for Perris at 65.1 percent and 113.2 percent, respectively, and Corona at 10.5 percent and 33.1 percent, respectively (SCAG 2016). Regional traffic is predicted to increase with the projected growth in population and employment.

In Riverside County, the circulation system is intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. Travel, including freight movement, extends past the Riverside County boundary and, as a result, the transportation system must be capable of adequately meeting a wide range of needs. Not only does the County need to accommodate the traffic that it generates, it also must accommodate the pass-through traffic. At the east and west termini of the project, Cajalco Road is a four-lane

facility; however, between the east and west limits of the project, the majority of Cajalco Road is a two-lane facility, creating a bottleneck between I-215 and Interstate 15 (I-15).

Numerous driveways and intersecting cross-streets present conflict points that affect safe and efficient operation of Cajalco Road. Between January 2015 and December 2017, 355 collisions occurred on Cajalco Road between Temescal Canyon Road and I-215; of the 355 collisions, seven were fatal and 150 resulted in injury. The majority of collisions occurred along the approximately 6-mile stretch of Cajalco Road between Alexander Street and Harvill Avenue, with 145 collisions over the 3-year period. Compared with the statewide average accident rate for similar type facilities, the collision rate of 1.673 per million vehicle miles is higher than the statewide average of 1.163 per million vehicle miles.

## **2.2 Project Alternatives**

Several project alternatives have been developed and refined based on public and agency input, and minimizing environmental impacts. Two project build alternatives, Build Alternative 1 and Build Alternative 2, were originally identified for the proposed project. Design variations of Build Alternative 2 were developed in response to public and agency input, and minimization of environmental impacts; impact potential of the design variations were compared, and Build Alternative 2C was carried forward as a result. Two additional project alternatives, Build Alternative 3 and Build Alternative 4, were also added to the proposed project in response to public and agency input. Build Alternative 3 was eliminated from further consideration due to environmental constraints, and the following three build alternatives (Build Alternatives 1, 2C, and 4) are currently proposed to address the project purpose along with a No Project Alternative. The project alternatives are described below.

### **2.2.1 Build Alternative 1 (Cajalco Alignment)**

#### **Widen Existing Cajalco Road from Temescal Canyon Road to I-215 including Minor Alignment Changes between Temescal Canyon Road and Gustin Road**

Build Alternative 1 would construct two 12-foot lanes in each direction (eastbound and westbound) from Temescal Canyon Road at the west to I-215 at the east, replacing the two-lane roadway that currently exists. Between the I-215 southbound ramps and Harvill Avenue, and between Temescal Canyon Road and Temescal Creek Bridge, three lanes would be constructed in each direction (eastbound and westbound), replacing this existing four-lane roadway segment. A new bridge would be constructed over Temescal Creek. New striping is proposed along Cajalco Road, between Temescal Canyon Road and Grand Oaks; however, the limit of roadway construction at the west end of the project would end at Temescal Canyon Road. The proposed alignment would generally follow the existing roadway. Some deviations from the existing alignment are proposed for reducing impacts on existing properties and to improve access. Left-turn lanes and right-turn pocket lanes are proposed to be constructed along Cajalco Road at selected intersections.

West of Lake Mathews Drive and north of Lynette Lane, Cajalco Road would be realigned, bypassing the Hollis Lane residential area to the south, and would include the construction of a bridge south of Lake Mathews. The new bridge would reduce grading impacts and provide opportunities for improving connectivity between habitat areas. A connection between Dirt Road

and Lake Mathews Drive would also be constructed for secondary access to residences in the Hollis Lane/Lynette Lane area.

Medians of various widths and types are proposed for Cajalco Road to provide for the separation of opposing traffic, provide a recovery area for out-of-control vehicles, allow space for speed changes and for left and U-turns, and minimize headlight glare. Between Temescal Canyon Road and Harley John Road, the alignment would travel through the boundaries of the LM MSHCP with limited opportunities for roadway expansion; in these areas, a median would be included and designed wide enough to accommodate two additional travel lanes (one in each direction) if constructed in the future. In rural areas, cross-slopes would be included where appropriate to better conform to the natural terrain, break up the expanse of paving, and handle drainage. Between Temescal Creek Bridge and Harley John Road, wildlife crossings of various widths beneath Cajalco Road would be constructed; a wildlife undercrossing with bridge structure may also be constructed between Temescal Canyon Road and La Sierra Avenue. Fencing would also be installed along Cajalco Road through the LM-EM Reserve area to prevent access into the preserve.

From Harley John Road to the east along Cajalco Road, curb and gutter and 8-foot shoulders that would serve as a combined shoulder/bike lane would be constructed. A new bridge would be constructed at Cajalco Road and Harley John Road, and a new bridge would be constructed at Cajalco Road and Cajalco Creek (near Barton Street). Best management practices for water quality treatment would be provided as part of the proposed project where feasible. Americans with Disabilities Act–compliant sidewalks would be constructed along one side of the portions of the project where residential and commercial properties are present.

Existing electrical poles/lines along Cajalco Road would be relocated as needed to accommodate the widening; additional utilities within the project limits may also be relocated as necessary. At bridge locations within the project limits, utilities would be relocated either into the bridge or outside of the new bridge/roadway, as needed, to accommodate the proposed improvements. Retaining walls would be constructed where feasible to avoid permanent right of way takes and utility impacts as well as to accommodate construction staging. Designated staging areas would be utilized during construction and geotechnical borings would be conducted within the project's limits of disturbance as needed for design of the project. Temporary advanced signage during construction would be required, which would involve portable changeable message signs or other temporary signage that would not require any ground disturbance.

Safety enhancements proposed for the project include the following:

- Construct medians.
- Pave roadway shoulders.
- Improve curves between Temescal Canyon Road and El Sobrante Road.
- Add left- and right-turn pockets in select locations.
- Add roadway signage.
- Improve existing traffic signals along Cajalco Road and install new traffic signals at select intersections.

- Restrict left turns from Cajalco Road onto local streets except in locations where traffic signals are present.
- Construct Americans with Disabilities Act–compliant sidewalks along one side of the portions of the project where residential and commercial properties are present.
- Install object markers and safety lighting at intersections.
- Construct designated bus pull-outs at select locations along Cajalco Road.

#### **2.2.1.1 Build Alternative 1 (Future) – Future Six-Lane Cajalco Road from Temescal Canyon Road to Harley John Road**

As mentioned under the Build Alternative 1 project description, the median between Temescal Canyon Road and Harley John Road would be wide enough to accommodate two additional travel lanes (one in each direction) in the future. The actual construction of these lanes is not proposed under Build Alternative 1 and is not an option that is being considered for inclusion as part of the proposed project. The intent of including the additional median area is to ensure that future impacts on the LM MSHCP areas would be minimized to the extent feasible if the roadway is widened to six lanes in the future. Although this is not an alternative that is being considered as part of the proposed project, impacts associated with the potential future construction of these two additional travel lanes are being disclosed.

#### **2.2.2 Build Alternative 2C (Modified Cajalco Alignment)**

##### **Widen Existing Cajalco Road between Temescal Canyon Road and from Just West of Lake Mathews Drive to Interstate 215; Construct New Segment of Cajalco Road between La Sierra Avenue and Just West of Lake Mathews Drive**

Build Alternative 2C would include the same improvements as Build Alternative 1 with the exception that a new four-lane segment of Cajalco Road would be constructed from La Sierra Avenue to just west of Lake Mathews Drive. In addition to the wildlife crossings of various widths beneath Cajalco Road between Temescal Creek Bridge and Harley John Road, a large undercrossing may be included within the newly constructed segment of Cajalco Road west of Hollis Lane. If included, the undercrossing would be designed with a minimum 15-foot clearance height for mule deer passage, and a 50-foot width on each side of the bridge footings for sheep passage. In addition, due to limited opportunities for future roadway expansion within the boundaries of the LM MSHCP, a median along the new section of Cajalco Road and improved section of Cajalco Road, between Temescal Canyon Road and Harley John Road, would be designed wide enough to accommodate two additional travel lanes (one in each direction), if constructed in the future. Under this alternative, the existing Cajalco Road between La Sierra and just west of Lake Mathews Drive would be closed to public traffic. The existing pavement in this portion of existing Cajalco Road would be partially or completely removed, and fenced to prevent access. The remaining dirt, gravel or partially paved road may be used by MWD for access in managing the Lake Mathews dam and reservoir facilities, and by MWD and the Riverside County Habitat Conservation Agency (RCHCA) for managing areas of the LMR and LM-EM Reserve.

From Harley John Road to the east, existing electrical poles/lines along Cajalco Road would be relocated as needed to accommodate the widening; additional utilities within the project limits

may also be relocated as necessary. Designated staging areas would be utilized during construction and geotechnical borings would be conducted during the design phase.

### **2.2.2.1 Build Alternative 2C (Future) – Future Six-Lane Cajalco Road from Temescal Canyon Road to Harley John Road**

As identified under the Build Alternative 2C project description, the median between Temescal Canyon Road and Harley John Road would be wide enough to accommodate two additional travel lanes (one in each direction) in the future. The actual construction of these lanes is not proposed under Build Alternative 2C and is not an option that is being considered for inclusion as part of the proposed project. The intent of including the additional median area is to ensure that future impacts on the LM MSHCP areas would be minimized to the extent feasible if the roadway is widened to six lanes in the future. Although this is not an alternative that is being considered as part of the proposed project, impacts associated with the potential future construction of these two additional travel lanes are being disclosed.

### **2.2.3 Build Alternative 4 (El Sobrante Alignment)**

**Widen Existing Cajalco Road between I-215 and Gustin Road; Realign El Sobrante Road from a Point Approximately One Mile West of Harley John Road to Gustin Road; Widen and Improve El Sobrante Road between Gustin Road and La Sierra Avenue; Realign La Sierra Avenue between El Sobrante Road and Cajalco Road; Widen Existing Cajalco Road with Minor Alignment Changes between La Sierra Avenue and Temescal Canyon Road**

Between Gustin Road and I-215, the improvements would be identical to Build Alternatives 1 and 2C. Between Gustin Road and Temescal Canyon Road, El Sobrante Road would be improved from the existing two-lane facility to a four-lane facility and would generally follow the existing El Sobrante Road from La Sierra Avenue to the east. The El Sobrante Road intersection with La Sierra Avenue would be improved. La Sierra Avenue would be slightly realigned to the west from the intersection with El Sobrante Road to just west of Tin Mine Road. At a point approximately 1 mile west of Harley John Road, El Sobrante Road would be realigned to provide a smoother transition from Cajalco Road to El Sobrante Road. In addition, existing Cajalco Road would be realigned to the west of Harley John Road to tie into El Sobrante Road.

Between La Sierra Avenue and Temescal Canyon Road, the western portion of Build Alternative 4 would extend south to existing Cajalco Road, and then west along Cajalco Road to Temescal Canyon Road. Between El Sobrante Road and Cajalco Road, La Sierra Avenue would be realigned slightly to the west of the existing La Sierra Avenue alignment. Between the realigned La Sierra Avenue intersection with Cajalco Road and Temescal Canyon Road, the roadway improvements would be the same as proposed under Build Alternative 1. These improvements include a wide median from Temescal Canyon Road to La Sierra Avenue that could accommodate two additional travel lanes (one in each direction), if constructed in the future. The portion of Cajalco Road between La Sierra Avenue and Gustin Road would remain in its current configuration. Between Temescal Creek Bridge and realigned La Sierra Avenue, and along realigned La Sierra Avenue south of El Sobrante, wildlife crossings of various widths beneath Cajalco Road would be constructed. Additional new traffic signals would be installed at the realigned intersection of El Sobrante Road with La Sierra Avenue/main MWD Lake Mathews facility entrance, and the new intersection of El Sobrante and Harley John Road.



### **2.2.3.1 Build Alternative 4 (Future) – Future Six-Lane Cajalco Road from Temescal Canyon Road to La Sierra Avenue**

As discussed under the Build Alternative 4 project description, the median between Temescal Canyon Road and El Sobrante Road along Cajalco Road and La Sierra Avenue would be wide enough to accommodate two additional travel lanes (one in each direction in the future). The actual construction of these lanes is not proposed under Build Alternative 4 and is not an option that is being considered for inclusion as part of the proposed project. The intent of including the additional median area is to ensure that future impacts on the LM MSHCP areas would be minimized to the extent feasible if the roadway is widened to six lanes in the future. Although this is not an alternative that is being considered as part of the proposed project, impacts associated with the potential future construction of these two additional travel lanes are being disclosed.

### **2.2.4 No-Build Alternative (No Project Alternative)**

Under the No-Build Alternative, existing two-lane segments of Cajalco Road and El Sobrante Road between I-215 and Temescal Canyon Road would remain as two-lane roadways, and would not be widened or otherwise improved. The roadways would remain as constructed with the exception of the portion of Cajalco Road between Brown Street to Day Street, where a center turn lane is in the planning stages and is scheduled to be constructed well in advance of the proposed project. Many segments of Cajalco Road would continue to operate at unacceptable traffic levels, similar to existing conditions. Implementation of this alternative would not address regional growth trends expected for this portion of the County. Additionally, current grade deficiencies in the existing roadway would not be addressed or corrected under this alternative.

This alternative would not improve connectivity between I-215 and I-15 in Riverside County and would not meet project objectives of providing improved speed, capacity, and turning movements to an existing roadway. This alternative would also not provide the safety features associated with the proposed project and hence would not improve traffic safety of the existing Cajalco Road.

The No-Build Alternative would not include the construction of the project or any associated facilities, and would thus have no impact on any Section 4(f) or Section 6(f) resources associated with the construction and operation of the build alternatives. This alternative would not address the project's purpose and need. The No-Build Alternative is insufficient to meet existing and future travel demand; current and projected future congestion of the transportation system would continue to result in deteriorating air quality, reduced reliability, and increased travel times.

The No-Build Alternative would avoid the use of Section 4(f) properties but may result in the use of other resources as part of future projects. Because the No-Build Alternative does not meet the project purpose and need for the project, it is neither feasible nor prudent, and is not discussed further as an avoidance alternative for any Section 4(f) or Section 6(f) resources.

# **Chapter 3      Section 4(f) Resources**

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This chapter identifies the steps taken to confirm Section 4(f) resources in the Cajalco Road Widening and Safety Enhancement Project study area, confirms resources that are either not subject to Section 4(f) protection or not in close proximity enough to project activities to be affected, and confirms resources subject to Section 4(f) protection discussed further in this analysis.

## **3.1 Determining Section 4(f) Resources**

There are two steps in determining whether Section 4(f) applies to a project:

1. The project must involve a resource that is protected by the provisions of Section 4(f).
2. There must be a “use” of that resource.

Protected resources include:

- Public parks and schools with publicly accessible recreational areas
- Recreational areas of national, state, or local significance
- Wildlife or waterfowl refuges
- Historic sites of national, state, or local significance

In addition to the identification of properties within the project area subject to Section 4(f), this section of the document also discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, or (4) the project does not permanently use the property and does not hinder the preservation of the property.

As noted above, resources subject to Section 4(f) consideration include publicly owned lands such as public parks; recreational areas of national, state, or local significance; wildlife and waterfowl refuges; and historic sites of national, state, or local significance.

Resources in the project study area were identified if they were:

- Existing publicly owned recreational and park resources, including local, regional, and state resources;
- Publicly owned wildlife and waterfowl refuges;
- Existing public bicycle, pedestrian, and equestrian trails; or
- National Register of Historic Places (NRHP) listed or eligible historic sites.

## 3.2 Confirmed Section 4(f) Resources

Research was conducted to identify publicly owned parks, recreational areas, and wildlife and waterfowl refuges within and immediately adjacent to the project limits, and nearby the project alternatives, and land from a historic site within the project Area of Potential Effects (APE).

Based on this research, there are 13 properties within the project study area that qualify as Section 4(f) resources, including one park, five schools with publicly accessible recreational facilities, two wildlife and waterfowl refuges, and five historic properties. A summary of the number of resources identified in the study area is provided in Table 3-1.

**Table 3-1. Summary of Properties Subject to Section 4(f) Consideration**

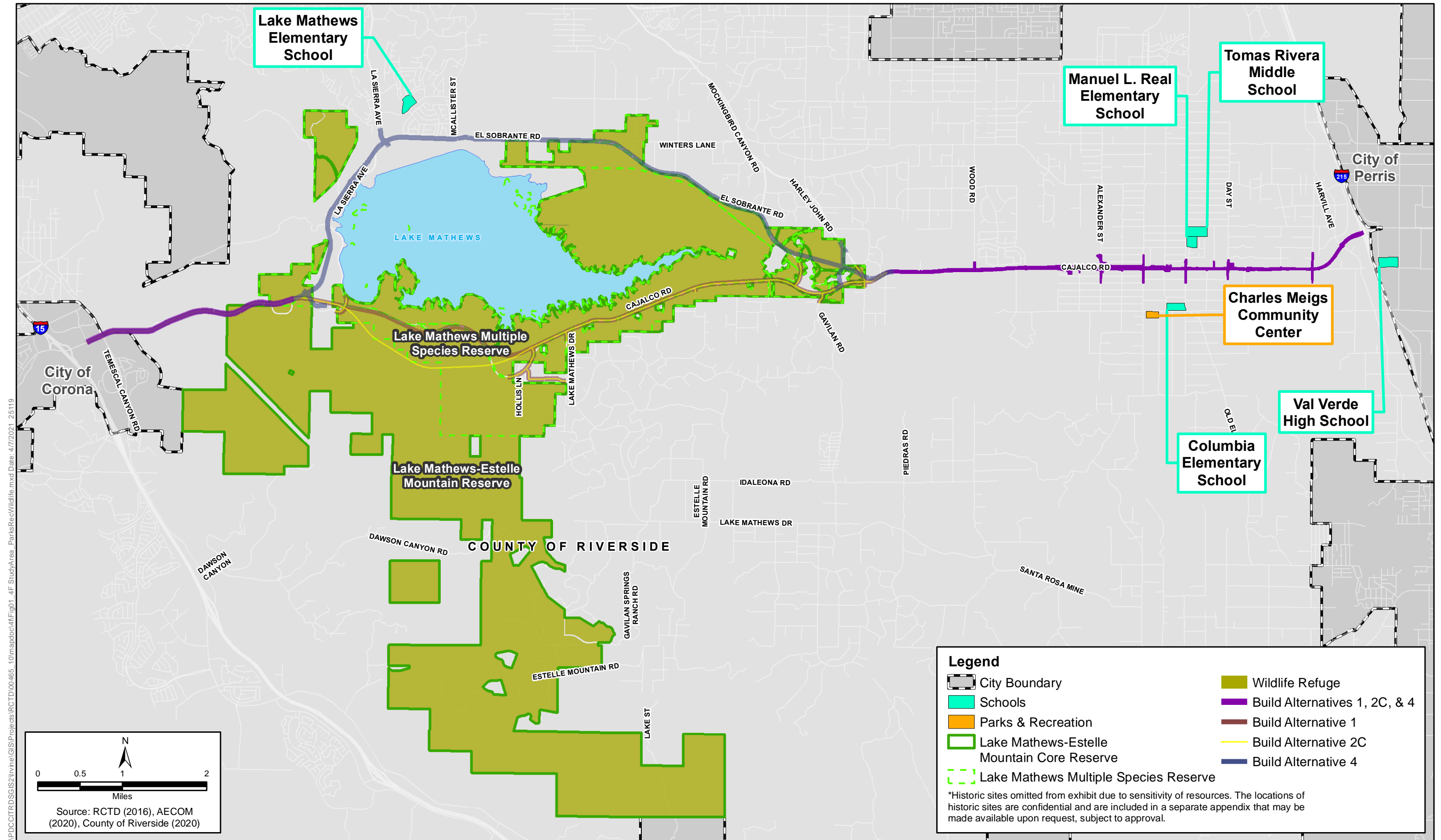
Type of Property	Proximity to Project	Number of Properties Identified
Public Parks	Nearby	1
Public Schools with Recreational Areas	Nearby	5
Trails	Nearby	0
Wildlife and Waterfowl Refuges	Within project limits	2
NRHP Eligible Archaeological Sites under Criterion A, B, or C	Within APE	5
Source: Caltrans 2018a		

Although not discussed in detail in this chapter, every Section 4(f) resource within the study area was analyzed for potential constructive use under all alternatives.

### 3.2.1 Public Parks and Recreational Facilities

A park qualifies for protection under Section 4(f) if: (1) the property is publicly owned, (2) the park is open to the general public, (3) it is being used for outdoor recreation, and (4) it is considered significant by the authority with jurisdiction. The park must be publicly owned at the point at which “use” occurs.

Figure 1 provides a map of the public park, public schools with recreational facilities, and wildlife and waterfowl refuges subject to Section 4(f). Properties determined not to trigger Section 4(f) protection either because they are not public owned and open to the public or because there would be no use of those properties are discussed in Chapter 9, *Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determinations*.



**Figure 1**  
**Section 4(f) Properties -**  
**Parks and Recreation, and Wildlife Refuges**  
**Cajalco Road Widening and Safety Enhancement Project**

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### 3.2.2 Wildlife or Waterfowl Refuges

Any significant publicly owned public property (including waters) where the primary purpose of such land is the conservation, restoration, or management of wildlife and waterfowl resources including, but not limited to, endangered species and their habitat is considered by FHWA to be a wildlife and waterfowl refuge for purposes of Section 4(f).

In determining the primary purpose of the land, consideration should be given to:

1. The authority under which the land was acquired;
2. Lands with special national or international designations;
3. The management plan for the land; and
4. Whether the land has been officially designated, by a federal, state, or local agency with jurisdiction over the land, as an area whose primary purpose and function is the conservation, restoration, or management of wildlife and waterfowl resources including, but not limited to, endangered species and their habitat.

Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge qualify for Section 4(f) protection.<sup>1</sup> Publicly owned land is considered to be a wildlife or waterfowl refuge when the land has been officially designated as such by a federal, state or local agency, and the officials with jurisdiction over the land determine that its primary purpose is as a refuge. Primary purpose is related to a property's primary function and how it is intended to be managed. Incidental, secondary, occasional, or dispersed activities similar to refuge activities do not constitute a primary purpose within the context of Section 4(f) (FHWA 2012).

The LM-EM Reserve and LMR are two wildlife refuges determined to trigger Section 4(f) protection. Properties determined not to trigger Section 4(f) protection either because they are not public owned and open to the public, their primary purpose is not of a wildlife refuge, or because there would be no use of those properties, are discussed in Chapter 9, *Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determinations*.

The location of the LM-EM Reserve and LMR relative to the project site are shown on Figure 1. An evaluation of the effects of the project on the LM-EM Reserve is provided in Chapter 7, *Lake Mathews-Estelle Mountain Core Reserve Proposed De Minimis Use*, and an evaluation of the effects of the project on the LMR is provided in Chapter 8, *Lake Mathews Multiple Species Reserve Proposed De Minimis Use*.

### 3.2.3 Historic Sites

The determination of adverse effect under the Section 106 process (see 36 CFR 800.5) does not automatically mean that Section 4(f) will apply, nor does a determination of no adverse effect

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<sup>1</sup> Because the primary purpose of a refuge may make it necessary for the resource manager to limit public access for the protection of wildlife or waterfowl, FHWA's policy is that these facilities are not required to always be open to the public. Some areas of a refuge may be closed to public access at all times or during parts of the year to accommodate preservation objectives (FHWA 2012).

mean that Section 4(f) will not apply in some cases. When a project permanently incorporates land of a historic site, regardless of the Section 106 determination, Section 4(f) will apply. If a project does not permanently incorporate land from the historic property but results in an adverse effect, it will be necessary to further assess the proximity impacts of the project in terms of the potential for constructive use. This analysis is necessary to determine if the proximity impact(s) substantially impair the features or attributes that contribute to the NRHP eligibility of the historic site. If there is no substantial impairment, notwithstanding an adverse effect determination, there is no constructive use and Section 4(f) does not apply. The determination if there is a substantial impairment is made by consulting with all identified officials with jurisdiction, including the State Historic Preservation Officer (SHPO)/Tribal Historic Preservation Officer (THPO) and the Advisory Council on Historic Preservation (ACHP) if participating, to identify the activities, features, and attributes of the property that qualify it for Section 4(f) protection and by analyzing the proximity impacts of the project (including any mitigation) on those activities, features, and attributes (see 23 CFR 774.15(d)(3)). The determination of Section 4(f) applicability is ultimately FHWA's (Caltrans' as assigned) decision.

The study area for historic sites includes the project APE, established in accordance with Section 106 Programmatic Agreement Stipulation VIII.A. The APE encompasses the limits of proposed construction, including the limits of the current and proposed right of way, proposed permanent easements, temporary construction easements plus a sufficient buffer to allow heavy equipment to maneuver, and staging areas. In addition, the APE further includes entire parcels where previously recorded or newly identified built resources would potentially be sensitive to visual, noise, and vibration effects. The archaeological study area is the area of direct impacts, which is the limits of construction and any earth-moving activities. The historic built environment study area is the limits of proposed construction plus an approximate single-parcel buffer to account for any indirect impacts, as described above. A map of the project APE is included in the *Historic Property Survey Report* (HPSR) for the Cajalco Road Widening and Safety Enhancement Project as Attachment A, Figure 3 (Caltrans 2020a).

The quality of significance in American history, architecture, archaeology, engineering, and culture present in districts, sites, buildings, structures, and objects that possess integrity of location, setting, materials, workmanship, feeling, and association, is considered relative to one or more of the following criteria:

- (A) associated with events that have made a significant contribution to the broad patterns of our history; or
- (B) associated with the lives of persons significant in our past; or
- (C) embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (D) have yielded, or may be likely to yield, information important in prehistory or history.

Section 4(f) applies to archaeological sites that are on or eligible for the NRHP and that warrant preservation in place. Section 4(f) does not apply if FHWA (Caltrans as assigned) determines, after consultation with the SHPO/THPO, federally recognized Indian tribes (as appropriate), and the ACHP (if participating) that the archaeological resource is important chiefly because of what

can be learned by data recovery (even if it is agreed not to recover the resource) and has minimal value for preservation in place, and the SHPO/THPO and ACHP (if participating) does not object to this determination (see 23 CFR 774.13(b)).

Section 4(f) requirements apply to archaeological districts in the same way they apply in historic districts, but only where preservation in place is warranted. There would not be a Section 4(f) use if, after consultation with the SHPO/THPO, FHWA (Caltrans as assigned) determines that the project would use only a part of the archaeological district which is considered a non-contributing element of that district or that the project occupies only a part of the district which is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. As with a historic district, if the project does not use any individual contributing element of the archaeological district which is significant for preservation in place and FHWA determines that the project will result in an adverse effect, then FHWA (Caltrans as assigned) must consider whether or not the proximity impacts will result in a constructive use in accordance with 23 CFR 774.15.

Historic sites in the study area include prehistoric sites and isolated artifacts associated with cultural resources, including bedrock milling stations, lithic scatters, rock art, a rock ring, and a village site (33-13791/CA-RIV-7843). Some sites are multi-component. The most prevalent prehistoric sites are bedrock milling stations, followed by artifact scatters. On December 1, 2020, Caltrans, as assigned by FHWA, consulted with SHPO regarding the eligibility of sites for the NRHP. SHPO responded on February 10, 2021, concurring with the eligibility of historic sites as identified in Table 3-4, below. On February 17, 2021, SHPO provided findings of effect for the sites confirmed NRHP-eligible; refer to Table 3-4. (Polanco 2021a, 2021b.) Consultation records are included as Attachment A to this Section 4(f) appendix.

Table 3-4 lists the historic sites located within the study area, by build alternative, and whether the historic site meets Section 4(f) criteria.

**Table 3-4. NRHP-Listed or Eligible Historic Sites within Study Area**

Site Number/ Name	Description	NRHP Status	Finding of Effect	Considered 4(f) Resource?¹	Potential for Use by Project Alternative		
					1	2C	4
Mead Valley Potential Prehistoric Archaeological District (PPAD)	Prehistoric milling slicks/stations, lithic scatters, habitation sites, pictographs, <i>Nahachish</i> rocks within an as-yet undefined larger boundary inclusive of additional likely similar sites outside of the APE	NRHP-eligible under Criteria A, B, C, and D for the purposes of this project only	Adverse Effect	Yes	✓	✓	✓
CA-RIV-4403	Prehistoric bedrock milling station	NRHP-eligible under Criterion D as a contributing element of PPAD	Adverse Effect	No			✓



Site Number/ Name	Description	NRHP Status	Finding of Effect	Considered 4(f) Resource?¹	Potential for Use by Project Alternative		
					1	2C	4
CA-RIV-4407	Prehistoric bedrock milling station	NRHP-eligible under Criterion D as a contributing element of PPAD	Adverse Effect	No			✓
CA-RIV-4408	Prehistoric bedrock milling station	NRHP-eligible under Criterion D as a contributing element of PPAD	Adverse Effect	No			✓
CA-RIV-4409	Prehistoric bedrock milling station	NRHP-eligible under Criterion D as a contributing element of PPAD	Adverse Effect	No			✓
CA-RIV-4454	Prehistoric artifact scatter	NRHP-eligible under Criterion D as a contributing element of PPAD	Adverse Effect	No	✓	✓	
33-13791/CA-RIV-7843	Habitation site consisting of numerous bedrock milling stations, midden, artifact scatter, bedrock milling station, <i>Nahachish</i> rock, possible rockshelter	Previously recommended as eligible for the NRHP under Criterion D; no formal evaluation and no SHPO concurrence	None	No	✓	✓	✓
33-13791/ CA-RIV-7843, Locus 816	Prehistoric cupule rock, milling features, lithic scatter	<i>Locus 816</i> : NRHP-eligible under Criteria A, C, and D	Adverse Effect	Yes	✓	✓	✓
33-13791/ CA-RIV-7843, Locus 817	Prehistoric milling station site and artifacts scatter	<i>Locus 817</i> : NRHP-eligible under Criterion D as a locus of CA-RIV-7843	Adverse Effect	No	✓	✓	✓
<i>Qaxáalku Kwíimik</i> Traditional Cultural Property	Prehistoric Traditional cultural property encompassing vast geographical area	NRHP-eligible under Criteria A, B, C, and D	No Adverse Effect	Yes	✓	✓	✓
<i>Qaxáalku Payómik</i> Traditional Cultural Property	Prehistoric Traditional cultural property encompassing vast geographical area	NRHP-eligible under Criteria A, B, C, and D	No Adverse Effect	Yes	✓	✓	✓
<i>Túu'uv</i> Traditional Cultural Property	Prehistoric Traditional cultural property encompassing vast geographical area	NRHP-eligible under Criteria A, B, C and D	No Adverse Effect	Yes	✓	✓	✓
CA-RIV-2263 (includes Loci, CA-RIV-2263, -2264, and -4444)	Prehistoric bedrock milling station; lithic scatter; reported petroglyph	NRHP-eligible under Criterion D	Adverse Effect	No	✓	✓	

Site Number/ Name	Description	NRHP Status	Finding of Effect	Considered 4(f) Resource? <sup>1</sup>	Potential for Use by Project Alternative		
					1	2C	4
CA-RIV-012623	Prehistoric artifact scatter	NRHP-eligible under Criterion D	Adverse Effect	No	✓	✓	✓

<sup>1</sup> Archaeological sites excluded from consideration for Section 4(f) protections are assumed not to warrant preservation in place. Section 4(f) does not apply if FHWA determines—after consultation with the SHPO/THPO, federally recognized Indian tribes (as appropriate), and the ACHP (if participating)—that the archeological resource is important chiefly because of what can be learned by data recovery (even if it is agreed not to recover the resource) and has minimal value for preservation in place, and that the SHPO/THPO and ACHP (if participating) do not object to this determination (See 23 CFR 774.13(b)). (FHWA 2012).  
Source: Caltrans 2020a, 2020b, 2020c, 2020d

The locations of historic sites subject to Section 4(f) protection relative to the project site are shown on Figures B-1 through B-3 in confidential Attachment B to this Section 4(f) appendix. An evaluation of the effects of the project on the protected properties of the Mead Valley Potential Prehistoric Archaeological District (PPAD) and contributing elements is provided in Chapter 4; an evaluation of the effects of the project on the protected properties of Site CA-RIV-7834, Locus 816, is provided in Chapter 5; and an evaluation of the effects of the project on the protected properties of *Qaxáalku Kwíimik* Traditional Cultural Property (TCP), *Qaxáalku Payómik* TCP, and *Túu’uv* TCP is provided in Chapter 6.

### 3.3 Summary of Section 4(f) Use by Project Alternative

A summary of the uses that would occur under each build alternative is provided in Table 3-5. As indicated in Chapter 2, *Project Description*, the No-Build Alternative (No Project Alternative) would have no impact on Section 4(f) or Section 6(f) resources.

**Table 3-5. Section 4(f) Use Summary for Build Alternatives**

Property Name	Permanent Use?	Temporary Use?	Constructive Use?	Section 4(f) Use			Section 4(f) Approval Type
				Build Alternative 1	Build Alternative 2C	Build Alternative 4	
Lake Mathews-Estelle Mountain Core Reserve	Yes	Yes	No	127.16 acres permanent use; 22.29 acres temporary use	148.08 acres permanent use; 25.59 acres temporary use	62.51 acres permanent use; 8.3 acres temporary use	De Minimis
Lake Mathews Multiple Species Reserve	Yes	Yes	No	121.51 acres permanent use; 22.13 acres temporary use	113.2 acres permanent use; 25.63 acres temporary use	58.39 acres permanent use; 10.06 acres temporary use	De Minimis
Mead Valley PPAD	Yes	Yes	No	202.52 acres permanent use; 55.08 acres temporary use	225.66 acres permanent use; 55.08 acres temporary use	140.59 acres permanent use; 34.96 acres temporary use	Individual Evaluation

Property Name	Permanent Use?	Temporary Use?	Constructive Use?	Section 4(f) Use			Section 4(f) Approval Type
				Build Alternative 1	Build Alternative 2C	Build Alternative 4	
33-13791/CA-RIV-7843, Locus 816	Yes	Yes	No	1.69 acres permanent use; 0.24 acre temporary use	1.69 acres permanent use; 0.24 acre temporary use	1.69 acres permanent use; 0.24 acre temporary use	Individual Evaluation
<i>Túu'uv</i> TCP	Yes	Yes	No	211.89 acres permanent use; 61.7 acres temporary use	232.04 acres permanent use; 65.08 acres temporary use	234.03 acres permanent use; 62.67 acres temporary use	De Minimis
<i>Qaxáalku Payómik</i> TCP	Yes	Yes	No	211.89 acres permanent use; 61.7 acres temporary use	232.04 acres permanent use; 65.08 acres temporary use	234.03 acres permanent use; 62.67 acres temporary use	De Minimis
<i>Qaxáalku Kwíimik</i> TCP	Yes	Yes	No	211.89 acres permanent use; 61.7 acres temporary use	232.04 acres permanent use; 65.08 acres temporary use	234.03 acres permanent use; 62.67 acres temporary use	De Minimis
Source: Caltrans 2020a, 2020b, 2020c, 2020d, 2020e							

In summary, the build alternatives would require permanent use and temporary use of seven Section 4(f) resources. Figure 1 displays the limits of all three build alternatives relative to parks, recreation, and wildlife refuge Section 4(f) properties. Figures B-1 through B-3, located in Confidential Attachment B, display the limits of all three build alternatives relative to historic Section 4(f) properties within the study area.

Additional analysis for each resource with the potential to be affected by each of the build alternatives are discussed in Chapters 4 through 8. In each instance, an assessment has been made as to whether any permanent or temporary occupation of the property would occur, and whether the proximity of the project would cause any access, visual, air quality, noise, vibration, biological, or water quality effects that would substantially impair the features or attributes that qualify the resource for protection under Section 4(f).

# **Chapter 4**

## **Mead Valley Potential Prehistoric Archaeological District Draft**

### **Individual Section 4(f) Evaluation**

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For the purposes of this project only, a PPAD that is eligible for the NRHP under Criteria A, B, C, and D has been identified within the project APE. The PPAD is also considered to be a contributing element to the combined TCPs discussed in Chapter 6, *Traditional Cultural Properties – Tíuu'uv, Qaxáalku Payómik, Qaxáalku Kwíimik Proposed De Minimis*.

#### **4.1 Description of Section 4(f) Property**

##### **4.1.1 Mead Valley Potential Prehistoric Archaeological District**

Taking recent work into consideration, and in coordination with Caltrans District 8 cultural resources staff, a PPAD has been defined within the project area. The Mead Valley PPAD contains an undefined number of archaeological resources and at present is not spatially defined. The boundaries could be considered to extend from near the Bernasconi Hills and the San Jacinto River to the east, following the watershed and the historic course of Cajalco Creek (roughly along Cajalco Road) and extending west through the southern portion of Lake Mathews and potentially as far to the west as the eastern edge of Cajalco Canyon. Using these approximate boundaries, the Mead Valley PPAD would likely encompass several thousand acres and more than 100 archaeological sites, which is beyond the scope of this project. Therefore, for the purposes of the project and the evaluation of effects, the acreage approximation for the PPAD relative to the project APE is 29,229 acres; areas of the project APE included within the PPAD are indicated on Confidential Figure B-1.

Nine PPAD components are identified with the project APE: The combined site of CA-RIV-2263 (composed of what was previously CA-RIV-2263, -2264, and -4444); CA-RIV-4403, -4407, -4408, -4409, and -4454; Loci 816 and 817 of CA-RIV-7843; and CA-RIV-012623. Individually, Sites CA-RIV-2263, Locus 816 of CA-RIV-7843, and CA-RIV-012623 are considered eligible for listing in the NRHP. None of the remaining sites (CA-RIV-4403, -4407, -4408, -4409, and -4454, and Locus 817 of CA-RIV-7843) are considered eligible for listing in the NRHP; however, each of these sites is presumed to collectively contribute to the significance of the PPAD and is discussed as contributing elements in the next section. Please refer to Figure B-1 in Confidential Attachment B for the location of the PPAD and PPAD components within the project study area.

Proximity to Cajalco Creek and to one another is what binds the sites as part of this PPAD. Additional spatial analysis, landscape studies, and ethnohistoric research working with Native American representatives has the potential to formally delineate the boundaries and archaeological and geographical constituents of the PPAD. For the purposes of this project only, the PPAD is NRHP-eligible under Criteria A, B, C, and D, and, as such, contributing elements to the PPAD are potentially eligible for Section 4(f) protection.

## **4.1.2 Contributing Elements of PPAD Located within the APE**

### **4.1.2.1 CA-RIV-2263 (Composed of Loci CA-RIV-2263, -2264, and -4444)**

CA-RIV-2263, -2264, and -4444 were initially recorded as individual archaeological sites. Because Sites CA-RIV-2263, -2264, and -4444 have been subsumed into one site (CA-RIV-2263), these sites are described as loci of one site (Primary Number pending). Individually, CA-RIV-2263 and loci are NRHP-eligible under Criterion D for their potential to yield important information. As a contributing element to the PPAD, CA-RIV-2263 is also considered eligible for the purposes of this project for its presumed ability to contribute to the significance of the PPAD under Criterion D.

### **4.1.2.2 CA-RIV-4403**

Site CA-RIV-4403 covers a total area of 0.002 acre. Limited excavations were undertaken at the site and did not yield any cultural material or identify a subsurface component to the site. No disturbance was noted at the site either during excavations or by review of historic aerial photographs. Nearby roads and residences do not appear to have affected the site in any significant way. As such, the site retains integrity of location and slightly impaired integrity of setting through loss of the traditional viewshed with the introduction of paved roads and the construction of houses nearby.

Considered individually, CA-RIV-4403 is ineligible for inclusion in the NRHP for all four criteria (A, B, C, and D). As a contributing element to the PPAD, CA-RIV-4403 is eligible for the purposes of this project for its presumed ability to contribute to the significance of the PPAD under Criterion D for its potential to yield important information. As part of a larger landscape individual sites such as milling stations reflect on the larger activities of resource gathering and processing and are likely to be important elements of daily life attached to larger habitation or village complexes.

### **4.1.2.3 CA-RIV-4407**

CA-RIV-4407 covers a total area of 0.23 acre. Limited Extended Phase I Investigation (XPI) excavations conducted at the site yielded two pieces of flaked stone debitage. No disturbance was noted at the site either during excavations or by review of historic aerial photographs. Nearby roads and residences do not appear to have affected the site in any significant way. As such, the site retains integrity of location and slightly impaired integrity of setting through loss of the traditional viewshed with the introduction of paved roads and the construction of houses nearby.

Considered individually, CA-RIV-4407 is as ineligible for inclusion in the NRHP for all four criteria (A, B, C, and D). As a contributing element to the PPAD, CA-RIV-4407 is eligible for the purposes of this project for its presumed ability to contribute to the significance of the PPAD under Criterion D for its potential to yield important information.

### **4.1.2.4 CA-RIV-4408**

CA-RIV-4408 covers a total area of 0.015 acre. Limited XPI excavations conducted at the site yielded no buried archaeological materials. No disturbance was noted at the site either during

excavations or by review of historic aerial photographs. Nearby roads and residences do not appear to have affected the site in any significant way. As such, the site retains integrity of location and slightly impaired integrity of setting through loss of the traditional viewshed with the introduction of paved roads and the construction of houses nearby.

CA-RIV-4408 is ineligible for inclusion in the NRHP for all four criteria (A, B, C, and D). As a contributing element to the PPAD, CA-RIV-4408 is eligible for the purposes of this project for its presumed ability to contribute to the significance of the PPAD under Criterion D.

#### **4.1.2.5 CA-RIV-4409**

CA-RIV-4409 covers a total area of 0.056 acre. Limited XPI excavations conducted at the site yielded no buried archaeological materials. No disturbance was noted at the site either during excavations or by review of historic aerial photographs. Nearby roads and residences do not appear to have affected the site in any significant way. As such, the site retains integrity of location and slightly impaired integrity of setting through loss of the traditional viewshed with the introduction of paved roads and the construction of houses nearby.

CA-RIV-4409 is ineligible for inclusion in the NRHP for all four criteria (A, B, C, and D). As a contributing element to the PPAD, CA-RIV-4409 is eligible for the purposes of this project for its presumed ability to contribute to the significance of the PPAD under Criterion D.

#### **4.1.2.6 CA-RIV-4454**

CA-RIV-4454 covers a total area of 0.71 acre. The site retains integrity of location and slightly impaired integrity of setting through loss of the traditional viewshed with the introduction of paved roads and the construction of houses nearby.

Individually, CA-RIV-4454 is ineligible for inclusion in the NRHP or CRHR for all four criteria (A/1, B/2, C/3, and D/4). Surface surveys and documentation have failed to yield information beyond what has already been collected to address important research questions and have likely exhausted the research potential for this site. As a contributing element to the PPAD, CA-RIV-4454 is eligible for its ability to contribute to the significance of the Mead Valley PPAD under Criterion D.

#### **4.1.2.7 CA-RIV 7843, Loci 816 and 817**

CA-RIV-7843 is a prehistoric village complex containing approximately 49 loci and covering approximately 718 acres. Although CA-RIV-7843 has been recorded as one archaeological site, large areas devoid of artifacts or features exist between and among the identified loci.

CA-RIV-7843 and the two loci of CA-RIV-7843 (Loci 816 and 817) in the area of direct impacts of the project APE are contributing elements to the PPAD.

Individually, Locus 816 is eligible for inclusion in the NRHP under Criteria A, C, and D. Locus 817 does not appear to meet any of the criteria that would make it eligible for inclusion in the NRHP. As such, Locus 817 is not eligible for the NRHP, nor does it qualify for Section 4(f) protection. While Locus 817 is not individually considered a Section 4(f) resource and has been altered since it was last recorded, the locus does contribute to the eligibility of site CA-RIV-7843 as a whole, and to the PPAD.

### 4.1.2.8 CA-RIV-012623

CA-RIV-012623 covers approximately 0.17 acre and shows moderate signs of disturbance from the construction of Cajalco Road and associated brush clearing and grading. The site retains integrity of location and impaired integrity of setting through likely disturbance, loss of archaeological materials, and loss of the traditional viewshed with the introduction of paved roads and the construction of houses nearby. While the integrity of location and setting is impaired, the site appears to remain mostly intact. As such, for the purposes of this project, CA-RIV-012623 is eligible for listing in the NRHP under Criterion D individually and as a contributing element to the PPAD.

## 4.2 Project Uses

A summary of the project uses of Mead Valley PPAD and contributing elements that would occur under each of the build alternatives is provided in Table 4-1, below. Project uses specific to each alternative are discussed following Table 4-1.

**Table 4-1. Section 4(f) Use Summary – Mead Valley PPAD**

Impact Type	Impacts		
	Alternative 1	Alternative 2C	Alternative 4
Permanent Incorporation and/or Easement	Mead Valley PPAD: 202.52 acres Contributing elements: CA-RIV-2263: 2.09 acres CA-RIV-4403, -4407, -4408, and -4409: No use CA-RIV-4454: 0.66 acre CA-RIV-7843, Locus 816: 1.69 acres CA-RIV-7843, Locus 817: 0.36 acre CA-RIV-012623: 0.17 acre	Mead Valley PPAD: 225.66 acres Contributing elements: CA-RIV-2263: 5.36 acres CA-RIV-4403, -4407, -4408, and -4409: No use CA-RIV-4454: 0.69 acre CA-RIV-7843, Locus 816: 1.69 acres CA-RIV-7843, Locus 817: 0.36 acre CA-RIV-012623: 0.17 acre	Mead Valley PPAD: 140.59 acres Contributing elements: CA-RIV-2263: No use CA-RIV-4403: 0.002 acre CA-RIV-4407: 0.23 acre CA-RIV-4408: 0.013 acre CA-RIV-4409: 0.05 acre CA-RIV-4454: No use CA-RIV-7843, Locus 816: 1.69 acres CA-RIV-7843, Locus 817: 0.36 acre CA-RIV-012623: 0.00008 acre
Temporary Use	Mead Valley PPAD: 55.08 acres	Mead Valley PPAD: 58.08 acres	Mead Valley PPAD: 34.96 acres
Features and/or Attributes	Localized temporary and minor permanent effects. Would not substantially affect protected features or attributes contributing to distinctiveness of the PPAD; continued potential to yield information important to history.	Localized temporary and minor permanent effects. Would not substantially affect protected features or attributes contributing to distinctiveness of the PPAD; continued potential to yield information important to history.	Destruction of bedrock milling stations; Loss of potential to yield important information; 36 CFR 800.5(a)(2) (i) Physical destruction of or damage to all or part of the property; (iii) Removal of the property from its historic location; (iv) Change of the character of the property's use or of physical features within the property's setting that

Impact Type	Impacts		
	Alternative 1	Alternative 2C	Alternative 4
			contribute to its historic significance.
Accessibility	New access through resource	New access through resource	New access through resource
Visual	Moderate change to landscape	Moderate change to landscape	Moderate change to landscape
Air Quality	Temporary exhaust and dust during construction	Temporary exhaust and dust during construction	Temporary exhaust and dust during construction
Noise	Temporary increase during construction; minor permanent increase	Temporary increase during construction; minor permanent increase	Temporary increase during construction; minor permanent increase
Vibration	Localized temporary and minor permanent effects	Localized temporary and minor permanent effects	Localized temporary and minor permanent effects
Vegetation	Direct loss of habitat	Direct loss of habitat	Direct loss of habitat
Wildlife	Potential change in mortality due to new roadway; introduction of wildlife crossings	Potential change in mortality due to new roadway; introduction of wildlife crossings	Potential change in mortality due to new roadway; introduction of wildlife crossings
Water Quality	Limited potential for changes to water quality	Limited potential for changes to water quality	Limited potential for changes to water quality

## 4.2.1 Build Alternative 1

### 4.2.1.1 Permanent and Temporary Uses

As indicated on Confidential Figure B-1, the alignment of Build Alternative 1 would travel through an area identified as part of the Mead Valley PPAD and would acquire 135.56 acres of right of way, and 69.96 acres of permanent easement, within the Mead Valley PPAD, resulting in permanent incorporation of the 202.52 acres to transportation facility. In addition, 55.08 acres of temporary easement would be required for use during construction. The combined permanent and temporary uses of 257.6 acres under Build Alternative 1 represent approximately 0.88 percent of the PPAD's total acreage.

Permanent use of the PPAD proposed under Build Alternative 1 would occur primarily in areas previously disturbed and used as transportation facility (roadway<sup>2</sup>); as such, the use would not substantially diminish the PPAD's association with events or with features that contribute to the PPAD's distinctiveness, or continued potential to yield information important to history, including tribal history.

In accordance with 36 CFR 800.5(a)(1), the criteria of adverse effect, Build Alternative 1 would result in the physical destruction and permanent incorporation of approximately 0.88 percent of the PPAD (36 CFR 800.5(a)(2)(i)).

Impacts on the following sites as contributing elements of the PPAD under Build Alternative 1 are described below.

<sup>2</sup> Area currently in use as a roadway bed has not been included in the calculation of use because the roadway is already a transportation facility.



#### **4.2.1.2 Contributing Elements**

##### **CA-RIV-2263 (Composed of Loci CA-RIV-2263, -2264, and -4444)**

Under Build Alternative 1, portions of Site CA-RIV-2263, Loci -2263 and -4444, would be permanently incorporated, while Locus -2264 would be avoided. Considering the three loci as a whole, Build Alternative 1 would result in the permanent use of approximately 2.09 acres. Additionally, a subsurface component of this site was identified and would be adversely affected. (Refer to Confidential Figure B-1.)

According to the Finding of Effect (FOE) prepared for the proposed project (Caltrans 2020e) and SHPO concurrence with the FOE in its Finding of Adverse Effect letter dated February 17, 2021, a finding of Adverse Effect as a contributor to a PPAD was identified for Site CA-RIV-2263. Refer to consultation records in Attachment A to this Section 4(f) appendix for the SHPO February 17, 2021, letter.

##### **CA-RIV-4403, CA-RIV-4407, CA-RIV-4408, and CA-RIV-4409**

Due to the proximity of Sites CA-RIV-4403, -4407, -4408, and -4409 within the project APE, the potential for adverse effects on the four contributing elements of the PPAD is addressed collectively. Build Alternative 1 would not result in permanent or temporary use of Sites CA-RIV-4403, -4407, -4408, and -4409. The nearest property acquisitions or other actions, including construction activities, that would occur relative to these contributing elements of Mead Valley PPAD within the APE under Build Alternative 1, would be at a distance greater than 740 feet. Therefore, no adverse effects on and use of Sites CA-RIV-4403, -4407, -4408, and -4409, would occur.

##### **CA-RIV-4454**

Under Build Alternative 1, 0.66 acre of permanent use of CA-RIV-4454 is anticipated due to the introduction of a transportation facility. Most of the site would be destroyed and resources removed from their original context, resulting in the permanent use of portions of a contributing element of the PPAD, and a change to the physical features of the PPAD as a whole, resulting in a finding of Adverse Effect.

##### **CA-RIV-7843, Loci 816 and 817**

Build Alternative 1 would acquire approximately 7.49 acres of right of way within CA-RIV-7843, resulting in permanent incorporation of 7.49 acres of CA-RIV-7843, including 1.69 acres of Locus 816 and 0.36 acre of Locus 817, to transportation facility. (Refer to Confidential Figure B-2). The 7.49 acres represent approximately 0.03 percent of the TCP's total acreage for the purposes of this project. Because CA-RIV-7843 within the APE has undergone multiple surveys and been found devoid of artifacts or features between and among the loci, impacts on the 5.44 acres of CA-RIV-7843, outside the boundaries of Loci 816 and 817, are not anticipated to adversely affect the key qualities, attributes, or characteristics of CA-RIV-7843 or the PPAD.

According to the FOE prepared for the proposed project (Caltrans 2020e) and SHPO concurrence with the FOE in its Finding of Adverse Effect letter dated February 17, 2021, a finding of Adverse Effect as contributors to a PPAD was identified for Site CA-RIV-7843, Loci

816 and 817. Refer to consultation records in Attachment A to this Section 4(f) appendix for SHPO February 17, 2021, letter.

### **CA-RIV-012623**

Under Build Alternative 1, 0.17 acre of permanent use of Site CA-RIV-012623 is anticipated. According to the FOE prepared for the proposed project (Caltrans 2020e) and SHPO concurrence with the FOE in its Finding of Adverse Effect letter dated February 17, 2021, a finding of Adverse Effect as a contributor to a PPAD was identified for Site CA-RIV-012623.

## **4.2.2 Build Alternative 2C**

### **4.2.2.1 Permanent and Temporary Uses**

As indicated on Confidential Figure B-1, the alignment of Build Alternative 2C would travel through an area identified as part of the Mead Valley PPAD and would acquire 145.03 acres of right of way, and 80.63 acres of permanent easement within the Mead Valley PPAD, resulting in permanent incorporation of the 225.66 acres to transportation facility. In addition, 58.08 acres of temporary easement would be required for use during construction. The combined permanent and temporary uses of 283.74 acres under Build Alternative 2C represent approximately 0.97 percent of the PPAD's total acreage.

Direct use of the PPAD proposed under Build Alternative 2C would occur primarily in areas previously disturbed and used as transportation facility (roadway); as such, the use would not substantially diminish the PPAD's association with events or with features that contribute to the PPAD's distinctiveness, or continued potential to yield information important to history, including tribal history.

In accordance with 36 CFR 800.5(a)(1), the criteria of adverse effect, Build Alternative 2C would result in the physical destruction of approximately 0.97 percent of the PPAD (36 CFR 800.5(a)(2)(i)). However, the area that would be affected is highly disturbed and does not contribute to the overall site eligibility for the NRHP.

Impacts on the following sites as contributing elements of the PPAD under Build Alternative 2C are described below.

### **4.2.2.2 Contributing Elements**

#### **CA-RIV-2263 (Composed of Loci CA-RIV-2263, -2264, and -4444)**

Under Build Alternative 2C, portions of the loci of Site CA-RIV-2263, Loci -2263 and -2264, would be permanently incorporated, while Loci -4444 would be avoided. Considering the three loci as a whole, Build Alternative 2C would permanently affect 5.36 acres of the combined site. (Refer to Confidential Figure B-1.)

According to the FOE prepared for the proposed project (Caltrans 2020e) and SHPO concurrence with the FOE in its Finding of Adverse Effect letter dated February 17, 2021, a finding of Adverse Effect as a contributor to a PPAD was identified for Site CA-RIV-2263.

### **CA-RIV-4403, CA-RIV-4407, CA-RIV-4408, and CA-RIV-4409**

Due to the proximity of Sites CA-RIV-4403, -4407, -4408, and -4409 within the project APE, the potential for adverse effects on the four contributing elements of the PPAD is addressed collectively. Build Alternative 2C would not result in permanent or temporary use of Sites CA-RIV-4403, -4407, -4408, and -4409 within the project APE. The nearest property acquisitions or other actions, including construction activities, that would occur relative to these contributing elements of the Mead Valley PPAD within the APE under Build Alternative 2C would be at a distance greater than 740 feet. Therefore, no adverse effects on and no use of Sites CA-RIV-4403, -4407, -4408, and -4409 would occur.

### **CA-RIV-4454**

Under Build Alternative 2C, 0.69 acre of permanent use of CA-RIV-4454 is anticipated due to the introduction of a transportation facility. Most of the site would be destroyed and resources removed from their original context, resulting in the permanent use of and loss of portions of a contributing element of the PPAD and a change to the physical features of the PPAD as a whole. This would result in a finding of Adverse Effect.

### **CA-RIV-7843, Locus 816 and Locus 817**

Because the project alignment and design would be the same for all build alternatives in the area of CA-RIV-7843, the use and effect findings on CA-RIV-7843, including Locus 816 and Locus 817, on the PPAD identified under Build Alternative 1 would be the same for Build Alternative 2C.

### **CA-RIV-012623**

Under Build Alternative 2C, 0.17 acre of permanent impact on Site CA-RIV-012623 is anticipated. According to the FOE prepared for the proposed project (Caltrans 2020e) and SHPO concurrence with the FOE in its Finding of Adverse Effect letter dated February 17, 2021, a finding of Adverse Effect as a contributor to a PPAD was identified for Site CA-RIV-012623.

## **4.2.3 Build Alternative 4**

### **4.2.3.1 Permanent and Temporary Uses**

As indicated on Confidential Figure B-1, the alignment of Build Alternative 4 would travel through areas identified as part of the Mead Valley PPAD and would acquire 100.27 acres of right of way, and 40.33 acres of permanent easement within the Mead Valley PPAD, resulting in permanent incorporation of the 140.59 acres to transportation facility. In addition, 34.96 acres of temporary easement would be required for use during construction.

The combined permanent and temporary uses of 175.55 acres under Build Alternative 4 represent approximately 0.6 percent of the PPAD's total acreage.

The alignment of Build Alternative 4 would travel through an area of the Mead Valley PPAD that includes contributing elements, and would involve the introduction of physical components such as roadbed, drainage, and other features, the construction of which, would affect features that qualify the PPAD for NRHP eligibility. The PPAD would be adversely affected through

physical destruction to part of the property and change of the character of the property's physical features within the property's setting that contribute to its historic significance. Four individual sites that contribute to the PPAD's eligibility would be permanently destroyed through the removal of features. Impacts on each of the four sites within the Mead Valley PPAD, and their effects on the Mead Valley PPAD, are discussed below.

#### **4.2.3.2 Contributing Elements**

##### **CA-RIV-2263 (Composed of Loci CA-RIV-2263, -2264, and -4444)**

Under Build Alternative 4, there would be no anticipated construction in the location of Site CA-RIV-2263. As such, there would be no use of the resource that would damage or destroy a part of the site. In addition, temporary proximity impacts from construction of this alternative, such as visual, noise, or air quality impacts, would be situated too far from the resource to result in substantial impairment.

##### **CA-RIV-4403, CA-RIV-4407, CA-RIV-4408, and CA-RIV-4409**

Due to the proximity of Sites CA-RIV-4403, -4407, -4408, and -4409 within the project APE, the potential for adverse effects on the four contributing elements of the PPAD is addressed collectively. Build Alternative 4 would result in the permanent use of the four individual sites totaling approximately 0.3 acre within the Mead Valley PPAD, through permanent incorporation and easement. Permanent uses and adverse effects on each site would occur on features that qualify the sites as NRHP eligible under Criterion D. Adverse effects on each site individually would occur because the alternative would physically destroy the site, remove the property from its historic location, and change the character of the property's physical features within the property's setting that contribute to its historic significance. Adverse effects as contributors to the Mead Valley PPAD would be anticipated due to physical destruction of part of the property and change of the character of the property's physical features within the property's setting that contribute to its historic significance. Each of the four sites, CA-RIV-4403, -4407, -4408, and -4409, as contributors to the Mead Valley PPAD, would no longer meet NRHP Criterion D for potential to yield important information.

##### **CA-RIV-4454**

Under Build Alternative 4, there would be no anticipated construction in the location of this resource. As such, there would be no use of the resource that would damage or destroy a part of the site. In addition, temporary proximity impacts from construction of this alternative, such as visual, noise, or air quality impacts, would be situated too far from the resource to result in substantial impairment.

##### **CA-RIV-7843, Locus 816 and Locus 817**

Because the project alignment and design would be the same for all build alternatives in the area of CA-RIV-7843, the use and effect findings on CA-RIV-7843, including Locus 816 and Locus 817, on the PPAD identified under Build Alternative 1 would be the same for Build Alternative 4.

## **CA-RIV-012623**

Under Build Alternative 4, 0.00008 acre of permanent impact on Site CA-RIV-012623 is anticipated. According to the FOE prepared for the proposed project (Caltrans 2020e) and SHPO concurrence with the FOE in its Finding of Adverse Effect letter dated February 17, 2021, a finding of Adverse Effect as a contributor to a PPAD was identified for Site CA-RIV-012623.

### **4.2.4 Constructive Use Analysis**

Table 4-1 summarizes the anticipated uses of the Mead Valley PPAD under each of the three build alternatives. The potential for proximity impacts to rise to the level of substantial impairment on the protected features and attributes of the Mead Valley PPAD are discussed below.

#### **4.2.4.1 Visual**

Visual impacts during construction would be typical of roadway construction projects, including construction fencing, construction equipment, material stockpiles, and vegetation removal, which would collectively temporarily disturb a portion of the landscape of the PPAD. Once constructed, permanent impacts on the visual landscape would result; however, the impact would not be considered adverse for this resource because the affected landscape is not a contributor to the resource's eligibility for the NRHP.

#### **4.2.4.2 Noise and Vibration**

The incremental increase in noise during construction and operation of the build alternatives would not adversely affect the activities, features, and attributes of the Mead Valley PPAD that qualify the site as a Section 4(f) resource. Existing modeled noise levels within areas of the PPAD that would not be subject to permanent or temporary uses currently range between 38 and 69 A-weighted decibels (dBA), depending on proximity to existing roadways. Predicted noise levels within these areas of the PPAD under the build alternatives would range between 36 and 71 dBA. The project includes measures designed to minimize the exposure of sensitive land uses to noise levels predicted to meet or exceed FHWA noise abatement criteria (NAC) of 67 dBA for Section 4(f) sites. Refer to Section 4.5, *Measures to Minimize Harm to Potential Prehistoric Archaeological District*.

Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance from the piece of construction equipment. While archaeological resources are considered vibration-sensitive, areas of the PPAD adjacent to existing roadways are currently exposed to vibration associated with roadway use. Vibration effects during temporary construction activities would be short term and would not inhibit the features and attributes of the Mead Valley PPAD, with the incorporation of measures that would control and minimize the amount of vibration exposed to surrounding areas during construction. Refer to Section 4.5, *Measures to Minimize Harm to Potential Prehistoric Archaeological District*. During operation of the build alternatives, localized, minor ground-borne vibration would be anticipated as a result of vehicles traveling through the area. However,

the vibration would not be so great as to affect the activities, features, and attributes of the Mead Valley PPAD that qualify the site as a Section 4(f) resource.

#### **4.2.4.3 Vegetation and Wildlife**

The build alternatives would result in impacts on vegetation and wildlife communities within the portion of the Mead Valley PPAD within the project APE. Indirect effects on the PPAD related to impacts on vegetation and wildlife communities within the APE are not anticipated due to the placement of security fencing along the new roadway segment and lack of parking opportunities.

#### **4.2.4.4 Water Quality**

The project could result in short-term, temporary construction impacts on water quality related to pavement breaking, grading, establishment and use of construction staging areas, and other soil-disturbing construction activities during project construction. Potential pollutant sources include construction materials and equipment, such as vehicle fluids; concrete and masonry products; landscaping and other products; and contaminated soils. Similarly, operation of the build alternatives also has the potential to affect water quality. Potential pollutant sources associated with operation include motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care. However, the proposed project includes minimization measures to avoid water quality impacts associated with the build alternatives. Furthermore, Build Alternative 4 would not impair water quality such that the activities, features, and/or attributes that qualify the PPAD for protection under Section 4(f) would be substantially affected.

#### **4.2.4.5 Draft Constructive Use Analysis Conclusion**

As described above, the proximity impacts on the build alternatives would not be so severe that they substantially impair the activities, features, and attributes that qualify the property for Section 4(f) protection. With the implementation of the measures identified in Section 4.5, *Measures to Minimize Harm to Potential Prehistoric Archaeological District*, Build Alternatives 1, 2C, and 4 would not result in a constructive use of the Mead Valley PPAD.

On December 1, 2020, Caltrans, as assigned by FHWA, consulted with SHPO regarding the eligibility of Mead Valley PPAD and contributing elements, for the NRHP. SHPO responded on February 10, 2021, concurring with the eligibility of Mead Valley PPAD and contributing elements. On February 17, 2021, SHPO provided findings of effect for the Mead Valley PPAD; refer to Table 3-4 (Polanco 2021a, 2021b). Consultation records are included as Attachment A of this Section 4(f) appendix.

### **4.3 Avoidance Alternatives**

This analysis of avoidance alternatives is based on the definition of “feasible and prudent avoidance alternative” in 23 CFR 774.17, which provides the following direction for determining whether an alternative is feasible and prudent:

- (1) A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the

Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.

- (2) An alternative is not feasible if it cannot be built as a matter of sound engineering judgment.
- (3) An alternative is not prudent if:
  - (i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
  - (ii) It results in unacceptable safety or operational problems;
  - (iii) After reasonable mitigation, it still causes:
    - (A) Severe social, economic, or environmental impacts;
    - (B) Severe disruption to established communities;
    - (C) Severe disproportionate impacts to minority or low-income populations; or
    - (D) Severe impacts to environmental resources protected under other Federal statutes;
  - (iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
  - (v) It causes other unique problems or unusual factors; or
  - (vi) It involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

Therefore, feasible and prudent avoidance alternatives are those that avoid using any Section 4(f) property and do not cause other severe problems of a magnitude that substantially outweigh the importance of protecting the Section 4(f) property (23 CFR 774.17).

The following categories of avoidance alternatives were considered for the proposed project:

- Location Alternatives and Alignment Shifts: Re-routing of the entire project along a different alignment to avoid specific resources
- Alternative Actions: Different modes of transportation, such as rail transit or bus service, and other actions that do not involve construction such as the implementation of transportation management systems or similar measures

Because design changes to Build Alternatives 1, 2C, and 4 would not avoid the use of Section 4(f) properties, design changes were not considered in the analysis of avoidance alternatives. The project's build alternatives analyzed a variety of design options with the objective of minimizing environmental impacts on the natural and human environment.

A number of alignment alternatives for the proposed action have been studied by the Project Development Team and some have been rejected from further consideration using standardized technical and environmental criteria. The process used by the Project Development Team to evaluate conceptual alignment alternatives and to make feasibility and practicability determinations in consultation with the Lead and Cooperating agencies during the environmental

review process, is further described in Chapter 2, *Project Alternatives*, and Chapter 5, *Comments and Coordination*, of the Environmental Impact Report (EIR)/Environmental Impact Statement (EIS).

In developing the avoidance alternatives, all Section 4(f) resources in the project area were taken into account, and an attempt was made to avoid them. See Figure 2 for a map showing the avoidance alternatives and Section 4(f) resources.

### 4.3.1 Location Alternatives

Due to the extensive geographical areas covered by the PPAD, LM-EM Reserve, and the *Túu'uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwiimik* TCPs, the proposed project would require complete relocation and re-routing of the project along a different alignment to avoid the PPAD, LM-EM Reserve, and three TCP Section 4(f) properties. Four potential location avoidance alternatives were initially identified, two alignments north of Lake Mathews and two alignments south of Lake Mathews, that would avoid use of all identified Section 4(f) properties, including the three TCPs that would otherwise be adversely affected by the proposed project build alternatives. Upon further review, one of the southerly alternatives, Southern Avoidance Alternative C, was removed from further consideration due to potential for use of a Section 4(f) eligible property (NRHP-eligible prehistoric site) identified by Pechanga Indian Reservation in its January 25, 2008, letter addressed to FHWA regarding the Mid County Parkway Project (Pechanga Indian Reservation 2008).

Three avoidance alternatives were carried forward and evaluated to determine whether they meet the criteria in 23 CFR 774.17 as feasible and prudent alternatives:

- Northern Avoidance Alternative A
- Northern Avoidance Alternative B
- Southern Avoidance Alternative D

Figure 2 depicts the alignments of each avoidance alternative and the locations of public parks, recreational facilities, and wildlife refuges subject to Section 4(f) protection in the vicinity of each avoidance alternative. The locations of historic sites subject to Section 4(f) protection relative to the avoidance alternatives are shown in confidential Attachment A to this Draft Section 4(f) Evaluation.

#### 4.3.1.1 Northern Avoidance Alternative A: Magnolia Avenue – Nandina Avenue

Northern Avoidance Alternative A is approximately 18.4 miles in length and begins approximately 4 miles north of the western project limits of Build Alternatives 1, 2C, and 4, at the intersection of Magnolia Avenue and El Camino Avenue, east of the Magnolia Avenue/I-15 interchange (see Figure 2 for avoidance alternatives). The roadway would be constructed to meet County of Riverside minimum design requirements for a four-lane mountain arterial highway, and include a 110-foot cross section width with additional right of way at intersections where needed. The alignment of Avoidance Alternative A would follow Magnolia Avenue northeast for approximately 0.5 mile and then turn southeast and east/northeast for approximately 1.1 miles through undeveloped lands until connecting with Indiana Avenue southwest of Somerdale Street.



The alignment would follow Indiana Avenue east/northeast for approximately 3.2 miles and turn southeast at La Sierra Avenue, following La Sierra Avenue until McAllister Parkway, where the alignment turns east and follows McAllister Parkway for approximately 1 mile. At this point, the alignment continues east through residential properties until connecting with Citrus Heights Drive where it follows Citrus Heights Drive northeast until its terminus with Van Buren Boulevard. The alignment then follows Van Buren Boulevard southeast/east for 4.1 miles until Gamble Avenue, where the alignment turns south and follows Gamble Avenue south beyond Krameria Avenue to Lurin Avenue, where it then follows Lurin Avenue southeast/east to Wood Road. At Wood Road, Avoidance Alternative A travels southeast through undeveloped lands and residences to Nandina Avenue and follows Nandina Avenue for 2.3 miles. At this point, the alignment turns southeast through undeveloped lands to paved roadway west of Harley Knox Boulevard, until intersecting with Harvill Avenue.

### **Projected Impacts – Northern Avoidance Alternative A**

Northern Avoidance Alternative A would require the acquisition of extensive right of way from occupied residences and businesses along existing roadway segments of Indiana Avenue, McAllister Parkway, Gamble Avenue, Van Buren Boulevard, and other existing roadways, resulting in numerous residential and business displacements. Improvements to more than 74 intersections, including additional right of way acquisitions, would be required to accommodate the widened roadway through intersecting roadways.

For areas currently undeveloped, extensive grading and slope protection would be required in addition to right of way acquisitions to accommodate a new arterial roadway.

Northern Avoidance Alternative A would encroach into lands designated by the State Mining and Geology Board as Mineral Resource Zone (MRZ) 2<sup>3</sup> and may result in the loss of mineral deposits (California Department of Conservation, California Geological Survey 2014).

### **23 CFR Part 774.17 Analysis – Northern Avoidance Alternative A**

Even though Northern Avoidance Alternative A would require extensive engineering to construct new and widened roadway alignments, including bridge connections through steep elevation changes, it could be constructed as a matter of sound engineering judgment, and is therefore considered feasible. In terms of whether the avoidance alternative would be prudent, Northern Avoidance Alternative A was evaluated for its ability to meet the criteria of 23 CFR 774.17, Feasible and prudent avoidance alternative, beginning with 3(i): An alternative is not prudent if:

**It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need.**

As identified in Section 2.1, *Project Purpose and Need*, the purpose of the project is to:

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<sup>3</sup> MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or where well-developed lines of reasoning, based upon economic-geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high (California Department of Conservation, California Geological Survey 2014).

- Improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy C 1.5;
- Improve interregional travel by improving east-west mobility in Riverside County; and
- Improve roadway alignment and intersection design to enhance safety along Cajalco Road.

Northern Avoidance Alternative A would provide a new arterial transportation route composed of improved segments of existing transportation facilities and new, connecting roadway segments, that would address anticipated growth and mobility needs. However, the area benefitted by Avoidance Alternative A would be located farther north of Cajalco Road, and not include transportation facility improvements to the Cajalco Road facility.

Furthermore, only portions of the Northern Avoidance Alternative A alignment would be consistent with the planned roadway improvements of the County of Riverside General Plan Circulation Element, and with WRC MSHCP Volume I, Section 7.2.2 (Circulation Element Roads) and Section 7.3.5 (Circulation Element Roadway) Covered Activities. Between the eastern limits of Northern Avoidance Alternative A and La Sierra Avenue, the roadway is classified as Secondary Arterial, minimum 100-foot right of way, under General Plan Circulation Element, Figure C-1, and up to 100-foot right of way under WRC MSHCP Figure 7-1. While the segment would be generally consistent with the General Plan Circulation Element, it would exceed the right of way allowance for Covered Activities under the WRC MSHCP. East of La Sierra Avenue to Mockingbird Canyon Road, and between Gamble Avenue (at Van Buren Boulevard) and Day Street (at Nandina Avenue), Northern Avoidance Alternative A would deviate from the planned and covered alignments of the General Plan and WRC MSHCP, and follow portions of existing roadways classified as Secondary Arterial, and through non-roadway areas without a roadway classification. While Northern Avoidance Alternative A would be generally consistent with the planned roadways of the General Plan Circulation Element, it would be inconsistent with Covered Activities of the WRC MSHCP and require either a Modification (6.10.1 [Land Use Changes]) or Minor Amendment (6.10.2 [minor changes]).

Northern Avoidance Alternative A would also improve interregional travel with an improved east-west arterial transportation route between State Route 91 (SR-91) and Cajalco Road, and provide improved east-west mobility in Riverside County. However, Avoidance Alternative A would not improve the roadway alignment and intersection design of Cajalco Road, and thus not result in enhanced safety along Cajalco Road.

Northern Avoidance Alternative A would compromise the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need (one of the 23 CFR 774.17 criteria). While further analysis is not required if any of the 23 CFR 774.17 criteria are met, a summary of the factors considered for Avoidance Alternative A is provided in Table 4-2, below.

**Table 4-2. Analysis Summary – Northern Avoidance Alternative A**

23 CFR Part 774.17 Factors	Northern Avoidance Alternative A
(i) Compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need	Yes; alternative would not enhance safety along Cajalco Road

23 CFR Part 774.17 Factors	Northern Avoidance Alternative A
(ii) Unacceptable safety or operational problems	Yes; alternative alignment would be located in active mining operation area.
(iii) After reasonable mitigation, still causes: (A) Severe social, economic, or environmental impacts; (B) Severe disruption to established communities; (C) Severe disproportionate impacts to minority or low-income populations; or (D) Severe impacts to environmental resources protected under other Federal statutes	Yes; alternative would require extensive right of way acquisitions and displacements to accommodate widened roadway through established neighborhoods. Loss of a significant mineral resource may occur. Undeveloped areas may contain undiscovered historical sites and/or archaeological resources.
(iv) Results in additional construction, maintenance, or operational costs of an extraordinary magnitude	Yes; alternative would require extensive right of way acquisitions to accommodate widened roadway and numerous intersection improvements.
(v) Causes other unique problems or unusual factors	Yes; alternative would require Modification or Minor Amendment to WRC MSHCP. Alignment located adjacent to federal facilities that may require special access accommodations and/or security measures. Improved and widened roadway segments of Indiana Avenue, La Sierra Avenue, and Van Buren Boulevard may induce increased use of unimproved segments of the same roadways.
(vi) Involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.	Potential; refer to above discussion.

#### 4.3.1.2 Northern Avoidance Alternative B: Minnesota Road – Markham Street

This alternative is approximately 18.3 miles in length and begins 1.23 miles northwest of the western project limits of Build Alternatives 1, 2C, and 4 at the intersection of East Ontario Avenue/Temescal Canyon Road and Minnesota Road. The roadway would be constructed to meet County of Riverside minimum design requirements for a four-lane mountain arterial highway and include a 110-foot cross-section width with additional right of way at intersections where needed.

The alignment follows Minnesota Road east/northeast, and then north, adjacent to actively mined lands for approximately 1.45 miles to the terminus of Minnesota Road, where it then heads east and up in elevation via new bridge to previously graded mining roads. The alignment continues east generally following previously graded mining roads for approximately 1.3 miles to the intersection of Eagle Canyon Road and Tin Mine Road, where the alignment briefly follows Tin Mine Road and continues northeast through undeveloped and developed residential lands for approximately 1.4 miles to the intersection of La Sierra Avenue and Lake Knoll Parkway. At La Sierra Avenue, the alignment travels northeast and then east through undeveloped and developed residential lands for approximately 3 miles until Vista Del Lago Drive, where the alignment turns northeast, briefly follows Greenview Drive, and continues northeast past Mockingbird Canyon Road to Van Buren Boulevard. Avoidance Alternative B then follows Van Buren Boulevard for approximately 1.95 miles to Washington Street and turns south, following Washington Street for approximately 0.67 mile until Mariposa Avenue. At this point, the alignment turns southeast and travels through undeveloped lands and developed residences until

Markham Street, following Markham Street for 4.4 miles before deviating northeast approximately 0.4 mile to Harvill Avenue.

### **Projected Impacts – Northern Avoidance Alternative B**

Northern Avoidance Alternative B would require the acquisition of extensive right of way through active mining lands containing regionally significant mineral resources, resulting in the loss of mineral resources and impacts on business owners. The alignment would also require right of way acquisition of occupied residences along Van Buren Boulevard, Washington Street, Markham Street, and other existing roadways, resulting in residential displacements.

Improvements to more than 42 intersections, including additional right of way acquisitions, would be required to accommodate the widened roadway through intersecting roadways.

In order to accommodate steep slopes through the western portion of the alignment, a number of bridges would need to be constructed, resulting in substantial costs. Roadway segments between bridges would require extensive slope protection to prevent slope failure. The alignment would also travel through lands owned by MWD west of Lake Mathews, in an area where MWD is considering the construction of future facilities.

Northern Avoidance Alternative B would encroach into lands designated by the State Mining and Geology Board (1984, 1987) as Containing Regionally Significant Portland Cement Concrete (PCC)-Grade Aggregate Resources, MRZ-2,<sup>4</sup> and Sector Q, Aggregate Resource Area #22<sup>5</sup> (California Department of Conservation, California Geological Survey 2014).

### **23 CFR Part 774.17 Analysis – Northern Avoidance Alternative B**

Even though Northern Avoidance Alternative B would require extensive engineering to construct new and widened roadway alignments and bridge connections through elevation changes, it could be constructed as a matter of sound engineering judgment, and is therefore considered feasible. In terms of whether the avoidance alternative would be prudent, the following factors were considered for Northern Avoidance Alternative B:

**It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need.**

As identified in Section 2.1, *Project Purpose and Need*, the purpose of the project is to:

- Improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy C 1.5;
- Improve interregional travel by improving east-west mobility in Riverside County; and

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<sup>4</sup> MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or where well-developed lines of reasoning, based upon economic-geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high (California Department of Conservation, California Geological Survey 2014).

<sup>5</sup> Regionally Significant Construction Aggregate Resource Areas in the Orange County-Temescal Valley and San Gabriel Valley Production-Consumption Regions; Sector Q -Instream deposits located in Temescal Wash beginning near Magnolia Avenue and extending upstream to Cajalco Road. (Section 2790, Public Resources Code. Reference: Sections 2726, 2761–2763, and 2790–2791, Public Resources Code.)

- Improve roadway alignment and intersection design to enhance safety along Cajalco Road.

Northern Avoidance Alternative B would provide a new arterial transportation route composed of improved segments of existing transportation facilities and new, connecting roadway segments that would address anticipated growth and mobility needs. However, the area benefitted by Avoidance Alternative B would be located farther north of Cajalco Road, and not include transportation facility improvements to the Cajalco Road facility.

Furthermore, only limited segments of the Northern Avoidance Alternative B alignment would be consistent with the planned roadway improvements of the County of Riverside General Plan Circulation Element, and with WRC MSHCP Volume I, Section 7.2.2 (Circulation Element Roads) and Section 7.3.5 (Circulation Element Roadway) Covered Activities. Between the eastern limits of Northern Avoidance Alternative B and Van Buren Boulevard, Northern Avoidance Alternative B would not align with planned and covered alignments of the General Plan and WRC MSHCP, and would travel through non-roadway areas without a roadway classification. Between Olea Lane (at Markham Street) and the western limits of Northern Avoidance Alternative B, the roadway is classified as Secondary Highway, minimum 100-foot right of way, under General Plan Circulation Element, Figure C-1, and up to 100-foot right of way under WRC MSHCP Figure 7-1. While the segment would be generally consistent with the General Plan Circulation Element, it would exceed the right of way allowance for Covered Activities under the WRC MSHCP. While Northern Avoidance Alternative B would be partially consistent with the planned roadways of the General Plan Circulation Element, it would be inconsistent with Covered Activities of the WRC MSHCP and require either a Modification (6.10.1 [Land Use Changes]), Minor Amendment (6.10.2 [minor changes]), or Major Amendment (6.10.3A [amendments that are not Modifications or Minor Amendments]).

Northern Avoidance Alternative B would also improve interregional travel with a new, east-west arterial transportation route between SR-91 and Cajalco Road and provide improved east-west mobility in Riverside County. However, Avoidance Alternative B would not improve the roadway alignment and intersection design of Cajalco Road, and thus not result in enhanced safety along Cajalco Road.

Northern Avoidance Alternative B would compromise the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need (one of the 23 CFR 774.17 criteria). While further analysis is not required if any of the 23 CFR 774.17 criteria are met, a summary of the factors considered for Avoidance Alternative B is provided in Table 4-3, below.

**Table 4-3. Analysis Summary – Northern Avoidance Alternative B**

<b>23 CFR Part 774.17 Factors</b>	<b>Northern Avoidance Alternative B</b>
(i) Compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need	Yes; alternative would not enhance safety along Cajalco Road.
(ii) Unacceptable safety or operational problems	Yes; alternative alignment would be located in active mining operation area.
(iii) After reasonable mitigation, still causes: (A) Severe social, economic, or environmental impacts; (B) Severe disruption to established communities;	Yes; loss of a significant mineral resource would occur. Undeveloped areas may contain undiscovered historical sites and/or archaeological resources.

23 CFR Part 774.17 Factors	Northern Avoidance Alternative B
(C) Severe disproportionate impacts to minority or low-income populations; or (D) Severe impacts to environmental resources protected under other Federal statutes	
(iv) Results in additional construction, maintenance, or operational costs of an extraordinary magnitude	Yes; alternative would require the construction of numerous bridges, extensive grading, and right of way acquisitions.
(v) Causes other unique problems or unusual factors	Yes; may conflict with future planned MWD facilities west of Lake Mathews. Alternative would require Modification, Minor Amendment, or Major Amendment to WRC MSHCP. Improved and widened roadway segments of Van Buren Boulevard, Washington Street, and Markham Street may induce increased use of unimproved segments of the same roadways.
(vi) Involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.	Potential; refer to above discussion.

#### 4.3.1.3 Southern Avoidance Alternative D: SR-74 and New Connection to I-15

This alternative is approximately 12 miles in length and begins 13 miles south of the western project limits of Build Alternatives 1, 2C, and 4, at the northbound ramps of the Nichols Road/I-15 interchange. The roadway would be constructed to meet County of Riverside minimum design requirements for a four-lane mountain arterial highway and include a 110-foot cross-section width with additional right of way at intersections where needed.

The alignment generally follows Nichols Road, which becomes El Toro Road, east and northeast with some deviations for curve reduction. After approximately 2.2 miles, the alignment deviates from the existing roadway and continues east/northeast through 3.9 miles of undeveloped land north of State Route 74 (SR-74).

At the intersection of Theda Street and Sharp Road, the alignment turns north, following Theda Street for approximately 0.22 mile and deviates to the northeast through undeveloped portions of residential and agricultural properties until Mountain Avenue, where it follows Mountain Avenue east for 0.23 mile. The alignment then extends north/northeast through undeveloped portions of residential properties until the intersection of Cox Road and Ellis Avenue, where the alignment follows Cox Road north for approximately 0.75 mile until the intersection of Cox Road with Lopez Road. At this point, the alignment extend northeast through an undeveloped portion of a residential property and undeveloped land where it aligns with West San Jacinto Avenue and follows it east to its terminus, and continues northeast generally following unnamed dirt roads through undeveloped land for approximately 0.63 mile, until turning north along an unnamed dirt road. The alignment continues north until Little Rock Lane and then through an undeveloped portion of a residential property to the Webster Avenue and Nuevo Road intersection, where it follows Webster Avenue north for 0.68 mile. At this point, the alignment deviates northeast and connects with Harvill Avenue, extending north along Harvill Avenue until its intersection with Placentia Avenue, east of I-215.

## **Projected Impacts of Southern Avoidance Alternative D**

Southern Avoidance Alternative D would require the acquisition of right of way through active mining lands containing significant aggregate mineral resources, resulting in minor loss of mineral resources and impacts on business owners. Extensive right of way would also need to be acquired through undeveloped lands and of occupied residences along El Toro Road, Theda Street, Mountain Avenue, Cox Road, San Jacinto Avenue, and other existing roadways, resulting in residential displacements. Improvements to multiple intersections and road segments, including additional right of way acquisitions, would be required to accommodate the widened roadway through intersecting roadways.

### **23 CFR Part 774.17 Analysis – Southern Avoidance Alternative D**

Even though Southern Avoidance Alternative D would require the construction of miles of new roadway through some elevation changes, it could be constructed as a matter of sound engineering judgment, and is therefore considered feasible. In terms of whether the avoidance alternative would be prudent, the following factors were considered for Southern Avoidance Alternative D:

#### **It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need.**

As identified in Section 2.1, *Project Purpose and Need*, the purpose of the project is to:

- Improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy C 1.5;
- Improve interregional travel by improving east-west mobility in Riverside County; and
- Improve roadway alignment and intersection design to enhance safety along Cajalco Road.

Southern Avoidance Alternative D would provide a new arterial transportation route composed of improved segments of existing transportation facilities and new, connecting roadway segments that would address anticipated growth and mobility needs. However, the area benefitted by Avoidance Alternative D would be located farther south of Cajalco Road, and not include transportation facility improvements to the Cajalco Road facility.

The majority of the Southern Avoidance Alternative D alignment would be inconsistent with the planned roadway improvements of the County of Riverside General Plan Circulation Element, and with WRC MSHCP Volume I, Section 7.2.2 (Circulation Element Roads) and Section 7.3.5 (Circulation Element Roadway) Covered Activities. Segments of Southern Avoidance Alternative D that would be generally consistent would be limited to the following: between the eastern limits of Southern Avoidance Alternative D and the intersection of Nichols Road and El Toro Road; and the approximately five-mile segment of El Toro Road east of the intersection of Nichols Road and El Toro Road. All other segments of Southern Avoidance Alternative D would either not align with planned and covered alignments of the General Plan and WRC MSHCP, by traveling through non-roadway areas without a roadway classification, or follow segments of existing roadways classified as Secondary Highway, minimum 100-foot right of way, under General Plan Circulation Element, Figure C-1, and up to 100-foot right of way under WRC MSHCP Figure 7-1. Because Southern Avoidance Alternative D would be inconsistent with

Covered Activities of the WRC MSHCP, the alternative would require either a Minor Amendment (6.10.2 [minor changes]), or Major Amendment (6.10.3A [amendments that are not Modifications or Minor Amendments]).

Southern Avoidance Alternative D would also improve interregional travel with a new, east-west arterial transportation route between SR-74 and Cajalco Road and provide improved east-west mobility in Riverside County. However, Avoidance Alternative D would not improve the roadway alignment and intersection design of Cajalco Road, and thus not result in enhanced safety along Cajalco Road.

Southern Avoidance Alternative D would compromise the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need (one of the 23 CFR 774.17 criteria). While further analysis is not required if any of the 23 CFR 774.17 criteria are met, a summary of the factors considered for Avoidance Alternative D is provided in Table 4-4, below.

**Table 4-4. Analysis Summary – Southern Avoidance Alternative D**

<b>23 CFR Part 774.17 Factors</b>	<b>Southern Avoidance Alternative D</b>
(i) Compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need	Yes; alternative would not enhance safety along Cajalco Road.
(ii) Unacceptable safety or operational problems	Yes; alternative alignment would be located in active mining operation area.
(iii) After reasonable mitigation, still causes: (A) Severe social, economic, or environmental impacts; (B) Severe disruption to established communities; (C) Severe disproportionate impacts to minority or low-income populations; or (D) Severe impacts to environmental resources protected under other Federal statutes	Yes; undeveloped areas may contain undiscovered historical sites and/or archaeological resources.
(iv) Results in additional construction, maintenance, or operational costs of an extraordinary magnitude	Yes; alternative would require extensive right of way acquisitions, the construction of numerous bridges, grading, and new roadway construction.
(v) Causes other unique problems or unusual factors	Yes; Alternative would require Minor Amendment or Major Amendment to WRC MSHCP. Minor loss of a significant aggregate mineral resource.
(vi) Involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.	Potential; refer to above discussion.

## 4.3.2 Alternative Actions

### 4.3.2.1 No-Build Alternative

The No-Build Alternative would not include the construction of the project or any associated facilities, and would thus have no impact on any Section 4(f) or Section 6(f) resources associated with the construction and operation of the build alternatives. This alternative would not address the project's purpose and need. The No-Build Alternative is insufficient to meet existing and



future travel demand; current and projected future congestion of the transportation system would continue to result in deteriorating air quality, reduced reliability, and increased travel times.

The No-Build Alternative would avoid the use of these sites but may result in the use of other resources as part of future projects. An alternative is not prudent if it meets at least one of the criteria listed in 23 CFR 774.17. Because the Alternative Action - No-Build Alternative would compromise the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need (one criterion of 23 CFR 774.17), no further analysis of criteria to assess whether those alternatives are prudent was conducted. Therefore, Caltrans on behalf of FHWA has preliminarily concluded that Alternative Action - No Build Alternative would not be a prudent avoidance alternative. However, a final decision will not be made until after this Section 4(f) documentation has been circulated for public review.

#### 4.3.2.2 Transit – Rail and Bus

The Metrolink 91/Perris Valley Line (91/PVL), a north-south public commuter and rail service using Burlington Northern Santa Fe railroad facilities between 4<sup>th</sup> Street in Perris and Central Avenue in Riverside, provides local and interregional commuter services between south Perris and Downtown Riverside Station and to connecting rail stations for interregional travel. The 91/PVL is one of seven regional Metrolink routes in Southern California and provides access to stations with connecting trains to Los Angeles, Ontario, San Bernardino, Santa Ana, and Carlsbad. Ridership on 91/PVL averages 3,034 riders per day during weekdays and 610 on weekends (Southern California Regional Rail Authority 2019). Metrolink stations that serve the project area are listed in Table 4-5.

**Table 4-5. Regional Metrolink Facilities**

Map ID	Metrolink Stations	Metrolink Routes Served	Parking and Bicycle Facilities	Location	Distance from Project
T1	Corona – West	91/Perris Valley Inland Empire-Orange County	526 parking spaces, 14 handicapped spaces, bike racks	155 South Auto Center Drive Corona CA 92880	9.2 miles
T2	Corona – North Main Corona Transit Center	91/Perris Valley Inland Empire-Orange County	1,386 parking spaces, 21 handicapped spaces	250 East Blaine Street Corona CA 92879	6.7 miles
T3	Riverside – La Sierra	91/Perris Valley Inland Empire-Orange County	1,082 parking spaces, 24 handicapped spaces	10901 Indiana Avenue Riverside CA 92503	3.3 miles
T4	Jurupa Valley/Pedley	Riverside	283 parking spaces, 11 handicapped spaces, bike racks	6001 Pedley Road Riverside CA 92509	12.4 miles
T5	Riverside – Downtown	91/Perris Valley Inland Empire-Orange County Riverside	1,115 parking spaces, 25 handicapped spaces, bike racks	4066 Vine Street Riverside CA 92507	12.1 miles
T6	Riverside – Hunter Park/UCR	91/Perris Valley	368 parking spaces, 42 carpool spaces, 23 handicap spaces, bike racks	1101 Marlborough Avenue Riverside CA 92507	13 miles

Map ID	Metrolink Stations	Metrolink Routes Served	Parking and Bicycle Facilities	Location	Distance from Project
T7	Moreno Valley / March Field	91/Perris Valley	316 parking spaces, 35 carpool spaces, 24 handicap spaces, bike racks	14160 Meridian Parkway Riverside CA 92508	6.4 miles
T8	Perris – Downtown Perris Station Transit Center	91/Perris Valley	392 parking spaces, 28 carpool spaces, 46 handicap spaces	121 South C Street Perris CA 92570	5 miles
T9	Perris – South	91/Perris Valley	699 parking spaces, 70 carpool spaces, 40 handicap spaces, bike racks	1804 Case Road Perris, CA 92570	7.5 miles

Source: Southern California Regional Rail Authority 2020

In addition to intercity rail, interregional bus services—such as Amtrak Thruway, Greyhound, and Megabus—offer interregional mass transit using the existing interregional system. Interregional bus services use the existing interregional system—not only freeways and highways, but also local streets and roads, which are generally used for the first and last miles of trips. Riverside Transit Agency (RTA) also provides public commuter and transportation services in the project area with bus routes that serve Metrolink users, regional commuters, and the local communities of Mead Valley and Woodcrest and nearby cities of Corona, Riverside, Moreno Valley, and Perris (RTA 2019).

RTA provides five tiers of transit services, each with specific geographical, destination, and use characteristics, and one with an “express” feature (RTA 2015). The characteristics of each service tier are listed below.

- Frequent key corridor routes are the core spine of the network and have highest ridership and performance; they operate every 15 minutes or better in high-density areas. They have potential to support Bus Rapid Transit services in the future.
- Supporting local routes are the majority of the route network, providing connections to key employment centers, activity centers, and transfer hubs. They provide “lifeline” service for those dependent on transit and connections to services. Frequencies are 30 or 60 minutes.
- Regional connectors are longer-distance routes that connect urban centers separated by geographic gaps in density. They tend to have lower performance due to longer distances and lower densities between the urban centers. Frequencies are 60 minutes, with exceptions.
- Community feeders are shorter-distance routes that connect key destinations within a community. They connect residents with local shopping centers, educational facilities, medical facilities, or transit stations. Short distances allow them to operate at high frequency with few resources.
- CommuterLink routes are long-distance, peak-hour express services that provide both inter- and intra-county connections. They connect commuters directly with major employment centers or indirectly through connections at major multi-modal bus and rail hubs.

Opportunity for a new or modified RTA Express Route that would significantly reduce transit travel time between the project termini was considered, but the addition of an express route along

Cajalco Road is constrained, as the facility (Cajalco Road) would not meet RTA criteria as a CommuterLink route. In order to qualify as a CommuterLink route, the project would need to accommodate both inter- and intra-county long-distance transit service trips, and connect commuters directly with major employment centers or indirectly through connections at major multi-modal bus and rail hubs. Major employment centers and MetroLink hub stations are located beyond the limits of the proposed project, with the nearest MetroLink hub station at approximately 3.3 miles. RTA currently engages the community, and considers ridership, population, and travel statistics, in short- and long-term planning to identify system needs and modifications (RTA 2017).

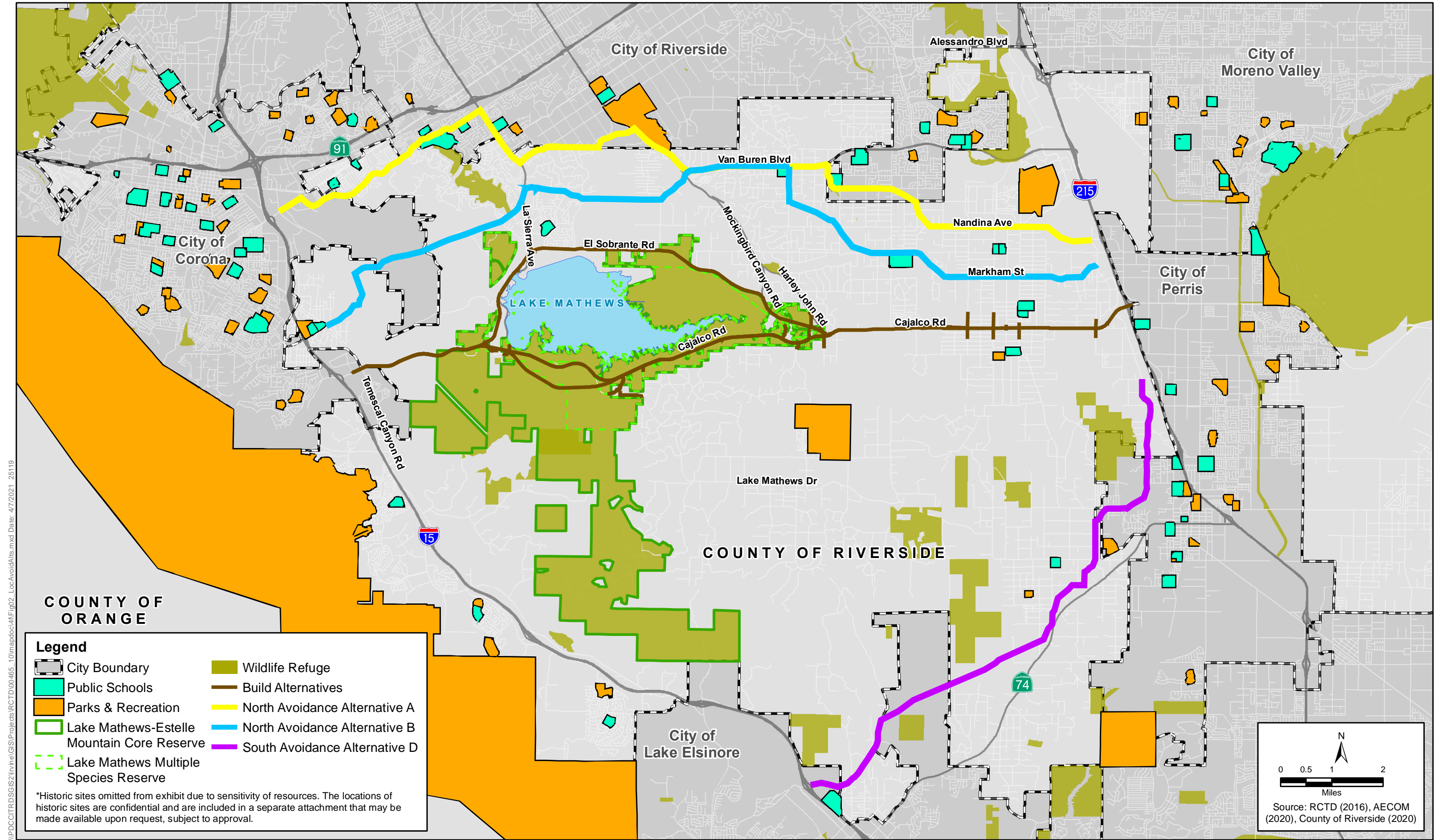
### **23 CFR Part 774.17 Analysis – Transit**

An alternative is not prudent if it meets at least one of the criteria listed in 23 CFR 774.17. Because the Alternative Transit Action would not improve roadway alignment and intersection design to enhance safety along Cajalco Road, and therefore would compromise the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need (one criterion of 23 CFR 774.17), no further analysis of criteria to assess whether those alternatives are prudent was conducted. Therefore, Caltrans on behalf of FHWA has preliminarily concluded that Alternative Transit Action would not be a prudent avoidance alternative. However, a final decision will not be made until after this Section 4(f) documentation has been circulated for public review.

### **4.3.3 Alignment Shifts**

Two project build alternatives, Build Alternative 1 and Build Alternative 2, were originally identified for the proposed project. Design variations of Build Alternative 2 were developed in response to public and agency input, and for minimization of environmental impacts; impact potential of the design variations were compared and Build Alternative 2C carried forward as a result. Two additional project alternatives, Build Alternative 3 and Build Alternative 4, were also added to the proposed project in response to public and agency input. Build Alternative 3 was eliminated from further consideration due to environmental constraints. Refer to Figure 2.2-7 in Chapter 2, *Project Alternatives*, of this EIR/EIS for the locations of previously considered alternative alignments.

An alternative is not prudent if it meets at least one of the criteria listed in 23 CFR 774.17. Build Alternatives 2, 2A, 2B, and 3 would all require the permanent incorporation and use of multiple properties that qualify for Section 4(f) protection. Therefore, Caltrans on behalf of FHWA has preliminarily concluded that Build Alternatives 2, 2A, 2B, and 3 would not be prudent avoidance alternatives. However, a final decision will not be made until after the Draft EIR/EIS has been circulated for public review.



**Figure 2**  
**Location Avoidance Alternatives**  
**Cajalco Road Widening and Safety Enhancement Project**

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### 4.3.4 Avoidance Alternatives Summary

Table 4-6 lists the avoidance alternatives considered and indicates the ability of each alternative to meet the defined project purpose. As indicated in the table, each Location Avoidance Alternative and Alternative Action alternative considered would compromise the project to a degree that it is unreasonable to proceed with the project in terms of its stated purpose and need. As a result, further analysis of the Location Avoidance Alternatives and Alternative Action alternatives was not conducted. Because the Alignment Shift alternatives would meet the defined project purpose, additional analysis was conducted, and the results are listed in Table 4-7, below.

**Table 4-6. Avoidance Alternatives Ability to Meet Project Purpose and Need (23 CFR Part 774.17(i))**

Project Purpose and Need	Location Avoidance Alternative			Alternative Actions		Alignment Shifts	
	A	B	D	No-Build	Transit	2, 2A, 2B	3
Improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy C 1.5	NO	NO	NO	NO	NO	NO	NO
Improve interregional travel by improving east-west mobility in Riverside County	YES	YES	YES	NO	YES	NO	NO
Improve roadway alignment and intersection design to enhance safety along Cajalco Road	NO	NO	NO	NO	NO	NO	NO

**Table 4-7. Alignment Shifts 23 CFR Part 774.17 Analysis Summary**

23 CFR Part 774.17 Factors	2, 2A, 2B	3
(ii) Unacceptable safety or operational problems	-	Operational deficiencies
(iii) After reasonable mitigation, still causes: (A) Severe social, economic, or environmental impacts; (B) Severe disruption to established communities; (C) Severe disproportionate impacts to minority or low-income populations; or (D) Severe impacts to environmental resources protected under other Federal statutes	Significantly and substantially disrupt the ecosystem function of the LM-EM Reserve by placing an additional barrier to wildlife movement.	Environmental constraints involving federally protected resources
(v) Causes other unique problems or unusual factors	Require major amendment to the WRC MSHCP	Conflict with planned MWD facilities

Based on the discussions above, it appears that there is no feasible and prudent avoidance alternative. However, a final decision will not be made until after this Section 4(f) documentation has been circulated for public review.

## **4.4 Coordination Conducted for Potential Prehistoric Archaeological District**

As part of the Section 106 process, initial consultation letters were sent to 13 Native American contacts identified by the Native American Heritage Commission (NAHC) in its April 1, 2011, letter (see “Summary of Native American Consultation” table in Attachment E of the HPSR). The consultation letters were sent in May 2011. Due to the passage of time and changes to the project description, letters were re-sent to the original Native American contacts, and additional new contacts identified by the tribes previously contacted, on May 18, 2016. Follow-up contact attempts were made to nonresponsive tribes in June and October of 2016. Please refer to Attachment E of the HPSR for a table that details the Native American consultation.

Native American tribal representatives from the Pechanga Band of Luiseño Mission Indians (Pechanga) and Soboba Band of Luiseño Indians (Soboba) accompanied the survey personnel during the Phase 1 survey. Native American tribal representatives included Tony Foussat, John Jackson, Augie Ortiz, Todd Perry, and Cody Schlater (Pechanga), as well as Ronald Dominguez (Soboba).

Between August and October of 2018, an XPI study was undertaken for eight prehistoric sites within the project APE, including CA-RIV-4403, 4407, -4408, and -4409. The chief goal of the XPI study is to define part or all of the boundaries (horizontal or vertical) of an archaeological site (Caltrans 2015:5:17). The purpose of the XPI study at Sites -4403, -4407, -4408, and -4409 was to determine if subsurface deposits were present that are associated with the sites’ bedrock milling features. Native American tribal representatives were given the opportunity to review the XPI proposal and were invited to discuss the XPI proposal and Native American tribal participation in the XPI study.

Native American tribal representatives from the Cahuilla Band of Indians (Cahuilla), Morongo Band of Mission Indians (Morongo), Pechanga, and Soboba participated in the XPI survey and assisted in documenting the prehistoric sites described herein. Native American tribal representatives/monitors included Rose Ann Hamilton (Cahuilla); Daniel Hough, Augustin Lerma, and Roy Matthews, Jr. (Morongo); Cody Schlater and Chris Yearyean (Pechanga); and Talitha Arceo and Jesy Sigler (Soboba).

An FOE for CA-RIV-4403, 4407, -4408, and -4409 was submitted to SHPO for concurrence on December 1, 2020. On February 10, 2021, SHPO provided concurrence with NRHP eligibility determinations for sites within the project APE, including Sites CA-RIV-4403, -4407, -4408, and -4409. On February 17, 2021, SHPO concurred with the findings of effect for these sites. Refer to consultation records in Attachment A to this Section 4(f) appendix.

## **4.5 Measures to Minimize Harm to Potential Prehistoric Archaeological District**

As part of the Section 106 process, a Memorandum of Agreement (MOA) between the SHPO and Caltrans is proposed to address findings of Adverse Effect. The MOA will include stipulations that the project be constructed in coordination with tribes and allow for tribal monitors, as well as any additional measures deemed by SHPO as appropriate to minimize harm to the resources. In addition, agencies that are owners of properties that would be affected by the



project and that contain historic properties, including MWD, will also be invited to participate in the development of the MOA. The MOA would be finalized after public review of the EIR/EIS, and require concurrence of Caltrans' local office (Caltrans District 8) and County of Riverside.

Furthermore, the following standard measures regarding discovery of human remains and unanticipated discoveries will be employed if applicable during construction of Build Alternatives 1, 2C, and 4:

**PF CR-1: Discovery of Human Remains.** If human remains are discovered during construction, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the County Coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who, pursuant to Public Resources Code (PRC) Section 5097.98, will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact Gary Jones, District Native American Coordinator, at (909) 383-7505 so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

**PF CR-2: Unanticipated Discoveries.** If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. Unanticipated discoveries will be treated according to the Project Discovery and Monitoring Plan.

During construction, the proposed project would include compliance with Standard Project Measures **PF NOI-1** and **PF NOI-5**. Measures **NOI-2** through **NOI-4** would be included in construction of the proposed project.

**PF NOI-1:** Do not exceed 86 A-weighted decibels maximum noise level at 50 feet from job site activities between 9:00 p.m. and 6:00 a.m. (2018 California Department of Transportation Standard Specifications, Section 14-8.02, Noise Control).

**NOI-2:** Construct soundwall S-624 at the right of way at a height of 10 feet, provided that the survey process approves soundwall S-624.

**NOI-3:** Construct soundwalls S-650 and S-652 (property line) at heights of 8 feet, provided that the survey process approves.

**NOI-4:** Inclusion of Quiet Pavement (CEQA Measure). The County will require the construction contractor to provide an asphalt mix that provides 5-decibel minimum tire pavement noise reduction, and will include this mix during construction and paving of the proposed project.

**PF NOI-5:** Construction noise would be temporary and limited to the duration of the construction. The following noise control measures will also be incorporated into the project contract specifications in order to minimize construction noise effects:

- All noise-producing project equipment and vehicles using internal combustion engines will be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc-welders, air



compressors) will be equipped with shrouds and noise-control features that are readily available for that type of equipment.

- To the extent feasible, sound control blankets shall be placed such that the line of sight from ground-level construction equipment and sensitive receptors would be blocked. For example, an 8-foot-high sound control blanket that has a minimum Sound Transmission Class rating of 28 would provide a noise level reduction of 11 A-weighted decibels when the construction equipment is approximately 50 feet from the sound control blanket while the receptor is approximately 10 feet on the other side.
- All mobile or fixed noise-producing equipment used on the project that is regulated for noise output by a local, state, or federal agency will comply with such regulation while in the course of project activity.
- Electrically powered equipment will be used instead of pneumatic or internal combustion-powered equipment, where feasible.
- Construction site and access road speed limits will be established and enforced during the construction period.
- The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.

## **4.6 Section 4(f) Least Harm Analysis**

The analysis and identification of the alternative that has the overall least harm must be documented in the final Section 4(f) evaluation.

Because there are no feasible and prudent avoidance alternatives to the project, several factors must be considered to identify the alternative that causes the least overall harm in light of the Section 4(f) preservation purposes. The least overall harm is determined by balancing the following factors:

- Ability to mitigate adverse impacts on each Section 4(f) property;
- The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- The relative significance of each Section 4(f) property;
- The views of the officials with jurisdiction over each Section 4(f) property;
- The degree to which each alternative meets the purpose and need for the project;
- After reasonable mitigation, the magnitude of any adverse impacts on resources not protected by Section 4(f); and
- Substantial differences in costs among alternatives.

This analysis will incorporate input from the agencies and members of the public during circulation of the Draft EIR/EIS, as well as the outcome of the Section 106 consultation process. The conclusions of this analysis will be presented in the Final Section 4(f) Evaluation that will be circulated with the Final EIR/EIS.

# **Chapter 5**

## **CA-RIV-7843, Locus 816 Draft Individual Section 4(f) Evaluation**

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### **5.1 Description of Section 4(f) Property**

CA-RIV-7843 is a prehistoric village complex covering approximately 718 acres. Although CA-RIV-7843 has been recorded as one archaeological site, large areas devoid of artifacts or features exist between and among the identified loci. Two loci of CA-RIV-7843 are located in the project APE: Locus 816 and Locus 817.

Boundary testing and surface collection of CA-RIV-7843 yielded thousands of flaked and ground stone artifacts and faunal remains. The northern portion of the site is disturbed by off-road vehicle trails and modern refuse dumping. The southern portion of the site has been disturbed by citrus grove cultivation, dense vegetation, dirt access roads, and an irrigation system. The integrity of the entire site has also been affected by the natural processes of bioturbation in the form of ground squirrel and gopher burrowing and dense vegetation growth. Based on the presence of sacred sites at several loci of the site, it was recommended as eligible for listing in the NRHP (Garcia et al. 2005; Marken et al. 2006); however, there is no record of SHPO concurrence with these recommendations. The larger site CA-RIV-7843 is presumed eligible for listing in the NRHP under Criterion D, and for the purposes of this project, the individual loci of this site are presumed to collectively contribute to its significance. (Garcia et al. 2005).

Because Locus 816 is a Section 4(f) eligible property, it is included and discussed further in this section, below. Locus 817 does not appear to meet any of the criteria that would make it eligible for inclusion in the NRHP and, as such, is not eligible for NRHP, nor does it qualify for Section 4(f) protection. For further discussion of Locus 817 as a contributing element to area TCPs, refer to Section 6.1.4, *TCP Contributing Elements Located within APE*. For the locations of Locus 816 and Locus 817, refer to Figure B-2 in Confidential Attachment A.

#### **5.1.1 Locus 816**

Locus 816 covers a total of approximately 3.1 acres and is in close proximity to the current Cajalco Road. Vegetation in the vicinity of the site is mostly riparian with arroyo willow and nettles growing along the ephemeral creek and sparse seasonal grasses covering most the ground surface. Overall, Locus 816 retains impaired integrity of location and impaired integrity of setting through likely loss of portions of the site and loss of the traditional viewshed with the introduction of paved roads, disking for agriculture, and the construction of residential properties nearby.

Individually, Locus 816 is eligible for inclusion in the NRHP under Criteria A, C, and D. With the presence of ceremonial features, Locus 816 appears to be associated with events that contribute to the broad patterns of our history (Criterion A). The ceremonial features represent a significant and distinguishable entity and further possess attributes that qualify it for eligibility per Criterion C. While the integrity of Locus 816 has been slightly impaired by the construction of Cajalco Road, agricultural activities, and nearby residential construction, the site contains

intact features and both surface and subsurface archaeological materials and character-defining elements that qualify it for eligibility per Criterion D. While the integrity of Locus 816 has been slightly impaired by the construction of Cajalco Road, it does contribute to the overall eligibility of site CA-RIV-7843 as a whole, to the Mead Valley PPAD or to the *Túu'uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs. For discussion of Locus 816 as a contributing element to the Mead Valley PPAD, refer to Chapter 4, *Mead Valley Potential Prehistoric Archaeological District Draft Individual Section 4(f) Evaluation*. For discussion of Locus 816 as a contributing element to the TCPs, refer to Chapter 6, *Traditional Cultural Properties – Túu'uv, Qaxáalku Payómik, Qaxáalku Kwíimik Proposed De Minimis*.

## 5.2 Project Use

### 5.2.1 Build Alternatives 1, 2C, and 4

All three build alternatives share the same design, footprint, and APE in the area of Site CA-RIV-7843, Locus 816; therefore, the uses of the project would be the same under each build alternative.

A summary of the project use of Site CA-RIV-7843, Locus 816 that would occur under any of the build alternatives is provided in Table 5-1, below.

**Table 5-1. Section 4(f) Use Summary – Site CA-RIV-7843, Locus 816**

Impact Type	Build Alternatives 1, 2C, and 4
Permanent Incorporation and/or Easement	Locus 816: 1.69 acres
Temporary Use	Locus 816: 0.24 acre
Features and/or Attributes	Destruction of bedrock milling stations; Loss of potential to yield important information; 36 CFR 800.5(a)(2) (i) Physical destruction of or damage to all or part of the property; (iii) Removal of the property from its historic location; (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.
Accessibility	Expanded access through resource
Visual	Moderate change to landscape
Air Quality	Temporary exhaust and dust during construction
Noise	Temporary increase during construction; minor permanent change. No impact on protected features or attributes.
Vibration	Localized temporary and minor permanent effects
Vegetation	Minimal loss of habitat and resources. The impact would not meaningfully reduce or remove character-defining features and values of the locus in terms of its Section 4(f) significance.
Wildlife	Potential change in mortality due to widened roadway; introduction of wildlife crossings
Water Quality	Limited potential for changes to water quality

Locus 816 is a component of CA-RIV-7843 and contributing element to the Mead Valley PPAD and *Túu'uv, Qaxáalku Payómik*, and *Qaxáalku Kwiimik* TCPs. Under either of the three build alternatives, 1.69 acres of Locus 816 would be permanently incorporated to transportation facility through a combination of right of way acquisition and permanent easement. During construction, 0.24 acre of Locus 816 would be temporarily occupied for construction activities. The combined 1.93 acres of Locus 816 subject to permanent and temporary uses represent approximately 0.27 percent of the total acreage of CA-RIV-7843, and 62 percent of the total acreage of Locus 816. Adverse effects on protected features and attributes of Locus 816 would occur under Criteria I, iii and iv (36 CFR 800.5(a)(2), i) Physical destruction of or damage to all or part of the property, iii) Removal of the property from its historic location), and iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance) due to the change in setting and being located under the proposed bridge deck. The extent of impact on Site CA-RIV-7843 as a whole is not considered adverse in terms of its preservation purpose. However, the extent of impact on Locus 816 is considered adverse in terms of its preservation purpose.

For discussion of the use of and effects on Locus 816 as a contributing element to the Mead Valley PPAD, refer to Chapter 4, *Mead Valley Potential Prehistoric Archaeological District Draft Individual Section 4(f) Evaluation*; for discussion of Locus 816 as a contributing element to the TCPs, refer to Chapter 6, *Traditional Cultural Properties – Túu'uv, Qaxáalku Payómik, Qaxáalku Kwiimik Proposed De Minimis Use*.

## **5.2.2 Constructive Use Analysis**

Table 5-1 summarizes the anticipated effects on CA-RIV-7843, Locus 816 under all three build alternatives. The potential for proximity impacts and indirect effects on the protected features and attributes of Locus 816 under all three build alternatives is discussed below.

### **5.2.2.1 Visual**

Visual impacts during construction would be typical of roadway construction projects, including construction fencing, construction equipment, material stockpiles, and vegetation removal, which would collectively temporarily disturb a portion of the landscape of CA-RIV-7843, Locus 816. Once constructed, permanent impacts on the visual landscape would result; however, the impact would not be considered adverse for this resource because the affected landscape is not a contributor to the resource's eligibility for the NRHP.

#### **5.2.2.2 Noise and Vibration**

Locus 816 is currently subject to indirect noise impacts due to proximity to Cajalco Road. Existing modeled noise levels within areas of Locus 816 that would not be subject to permanent or temporary uses currently range between 61 and 65 dBA. Predicted noise levels within these areas of Locus 816 under the build alternatives would range between 64 and 69 dBA. The incremental increase in noise during construction and operation of the build alternatives is not anticipated to affect the features and attributes of Locus 816 that qualify the site as a Section 4(f) resource. The project includes measures designed to minimize the exposure of sensitive land uses to noise levels predicted to meet or exceed the NAC of 67 dBA for Section 4(f) sites. Refer to Section 5.5, *Measures to Minimize Harm to Site CA-RIV-7843, Locus 816*.

Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. While archaeological resources are considered vibration-sensitive, areas of Locus 816 adjacent to Cajalco Road are currently exposed to vibration associated with roadway use. Vibration effects during temporary construction activities would be short term and would not inhibit the features and attributes of Locus 816, with the incorporation of measures that would control and minimize the amount of vibration exposed to surrounding areas during construction. Refer to Section 5.5, *Measures to Minimize Harm to Site CA-RIV-7843, Locus 816*. During operation of the build alternatives, localized, minor ground-borne vibration would be anticipated as a result of vehicles traveling through the area. However, Locus 816 is currently subject to minor ground-borne vibration due to proximity to Cajalco Road, and the minor change vibration would not be so great as to affect the activities, features, and attributes of the Locus 816 that qualify the site as a Section 4(f) resource.

#### **5.2.2.3 Vegetation and Wildlife**

The build alternatives would result in impacts on vegetation and wildlife communities within the portion of Locus 816 within the project APE. Indirect effects on Locus 816 related to impacts on vegetation and wildlife communities within the APE are not anticipated due to the placement of security fencing along the new roadway segment and lack of parking opportunities.

#### **5.2.2.4 Water Quality**

The project could result in short-term, temporary construction impacts on water quality related to pavement breaking, grading, establishment and use of construction staging areas, and other soil-disturbing construction activities during project construction. Potential pollutant sources include construction materials and equipment, such as vehicle fluids; concrete and masonry products; landscaping and other products; and contaminated soils.

Similarly, operation of the build alternatives also has the potential to affect water quality. Potential pollutant sources associated with operation include motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care. However, the proposed project includes minimization measures to avoid water quality impacts associated with the build alternatives. Furthermore, the build alternatives would not impair water quality such that the activities, features, and/or attributes that qualify Locus 816 for protection under Section 4(f) would be substantially affected.

#### **5.2.2.5 Draft Constructive Use Analysis Conclusion**

As described above, the indirect effects of the build alternatives would not be so severe that they substantially impair the activities, features, and attributes that qualify the property for Section 4(f) protection. With the implementation of the measures identified in Section 5.5, *Measures to Minimize Harm to Site CA-RIV-7843, Locus 816*, Build Alternatives 1, 2C, and 4 would not result in a constructive use of Site CA-RIV-7843, Locus 816.

On December 1, 2020, Caltrans, as assigned by FHWA, consulted with SHPO regarding the eligibility of Site CA-RIV-7843, Locus 816, for the NRHP. SHPO responded on February 10, 2021, concurring with the eligibility of Site CA-RIV-7843, Locus 816, under Criteria A, C, and D. On February 17, 2021, SHPO provided findings of effect for Site CA-RIV-7843, Locus 816;

refer to Table 3-4 (Polanco 2021a, 2021b). Consultation records are included as Attachment A of this Section 4(f) appendix.

### **5.3 Avoidance Alternatives**

Because Site CA-RIV-7843, Locus 816, is a contributor to the Mead Valley PPAD, and avoidance alternatives must avoid use of all identified Section 4(f) properties within the project study area, avoidance alternatives considered and evaluated for CA-RIV-7843, Locus 816, will be the same avoidance alternatives considered and evaluated for the Mead Valley PPAD. Please refer to Section 4.3 for an analysis of avoidance alternatives.

Based on the discussions in Section 4.3, alternative alignments and shifting the roadway south of Locus 816 would encroach into TCP and PPAD properties. Furthermore, shifting the roadway south of Locus 816 would impact another locus of Site CA-RIV-7843, Locus 818. Therefore, it appears that there is no feasible and prudent avoidance alternative. However, a final decision will not be made until after this Section 4(f) documentation has been circulated for public review.

### **5.4 Coordination Conducted for Site CA-RIV-7843, Locus 816**

As part of the Section 106 process, initial consultation letters were sent to 13 Native American contacts identified by the NAHC in its April 1, 2011, letter (see “Summary of Native American Consultation” table in Attachment E of the HPSR). The consultation letters were sent in May 2011. Due to the passage of time and changes to the project description, letters were re-sent to the original Native American contacts, and additional new contacts identified by the tribes previously contacted, on May 18, 2016. Follow-up contact attempts were made to nonresponsive tribes in June and October of 2016. Please refer to Attachment E of the HPSR for a table that details the Native American consultation.

Native American tribal representatives from the Pechanga and Soboba accompanied the survey personnel during the Phase 1 survey. Native American tribal representatives included Tony Foussat, John Jackson, Augie Ortiz, Todd Perry, and Cody Schlater (Pechanga), as well as Ronald Dominguez (Soboba).

Between August and October of 2018, an XPI study was undertaken for eight prehistoric sites within the project APE, including Locus 816 of CA-RIV-7843. The chief goal of the XPI study is to define part or all of the boundaries (horizontal or vertical) of an archaeological site (Caltrans 2015:5:17). The purpose of the XPI study at CA-RIV-7843, Locus 816 was to determine if cultural resources were present in the areas proposed for bridge footings and bridge approaches. Native American tribal representatives were given the opportunity to review the XPI proposal and were invited to discuss the XPI proposal and Native American tribal participation in the XPI study.

Native American tribal representatives from the Cahuilla, Morongo, Pechanga, and Soboba participated in the XPI survey and assisted in documenting the prehistoric sites described herein. Native American tribal representatives/monitors included Rose Ann Hamilton (Cahuilla); Daniel Hough, Augustin Lerma, and Roy Matthews, Jr. (Morongo); Cody Schlater and Chris Yearyean (Pechanga); and Talitha Arceo and Jesy Sigler (Soboba).

An FOE for Loci 816 and 817 was submitted to SHPO for concurrence on December 1, 2020. On February 10, 2021, SHPO provided concurrence with NRHP eligibility determinations for sites within the project APE, including Loci 816 and 817. On February 17, 2021, SHPO concurred with the findings of effect for Loci 816 and 817. Refer to consultation records in Attachment A to this Section 4(f) appendix.

## 5.5 Measures to Minimize Harm to Site CA-RIV-7843, Locus 816

As part of the Section 106 process, an MOA between the SHPO and Caltrans is proposed to address findings of Adverse Effect. The MOA will include stipulations that the project be constructed in coordination with tribes and allow for tribal monitors, as well as any additional measures deemed by SHPO as appropriate to minimize harm to the resources. In addition, agencies that are owners of properties that would be affected by the project and that contain historic properties, including MWD, will also be invited to participate in the development of the MOA. The MOA would be finalized after public review of the EIR/EIS, and require concurrence of Caltrans' local office (Caltrans District 8) and County of Riverside.

Furthermore, the following standard measures regarding discovery of human remains and unanticipated discoveries will be employed if applicable during construction of Build Alternatives 1, 2C, and 4:

**PF CR-1: Discovery of Human Remains.** If human remains are discovered during construction, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the County Coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who, pursuant to Public Resources Code (PRC) Section 5097.98, will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact Gary Jones, District Native American Coordinator, at (909) 383-7505 so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

**PF CR-2: Unanticipated Discoveries.** If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. Unanticipated discoveries will be treated according to the Project Discovery and Monitoring Plan.

During construction, the proposed project would include compliance with Standard Project Measures **PF NOI-1** and **PF NOI-5**. Measures **NOI-2** through **NOI-4** would be included in construction of the proposed project.

**PF NOI-1:** Do not exceed 86 A-weighted decibels maximum noise level at 50 feet from job site activities between 9:00 p.m. and 6:00 a.m. (2018 California Department of Transportation Standard Specifications, Section 14-8.02, Noise Control<sup>6</sup>).

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<sup>6</sup> The project noise study report referenced the 2015 SS 14-8.02; however, the environmental document has been updated to reference the 2018 SS 14-8.02, as the 2018 version was released after the noise study report was completed. The time requirements of 9:00 p.m. and 6:00 a.m. remain unchanged between the 2015 and 2018 versions.

**NOI-2:** Construct soundwall S-624 at the right of way at a height of 10 feet, provided that the survey process approves soundwall S-624.

**NOI-3:** Construct soundwalls S-650 and S-652 (property line) at heights of 8 feet, provided that the survey process approves.

**NOI-4:** Inclusion of Quiet Pavement (CEQA Measure). The County will require the construction contractor to provide an asphalt mix that provides 5-decibel minimum tire pavement noise reduction, and will include this mix during construction and paving of the proposed project.

**PF NOI-5:** Construction noise would be temporary and limited to the duration of the construction. The following noise control measures will also be incorporated into the project contract specifications in order to minimize construction noise effects:

- All noise-producing project equipment and vehicles using internal combustion engines will be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed “package” equipment (e.g., arc-welders, air compressors) will be equipped with shrouds and noise-control features that are readily available for that type of equipment.
- To the extent feasible, sound control blankets shall be placed such that the line of sight from ground-level construction equipment and sensitive receptors would be blocked. For example, an 8-foot-high sound control blanket that has a minimum Sound Transmission Class rating of 28 would provide a noise level reduction of 11 A-weighted decibels when the construction equipment is approximately 50 feet from the sound control blanket while the receptor is approximately 10 feet on the other side.
- All mobile or fixed noise-producing equipment used on the project that is regulated for noise output by a local, state, or federal agency will comply with such regulation while in the course of project activity.
- Electrically powered equipment will be used instead of pneumatic or internal combustion-powered equipment, where feasible.
- Construction site and access road speed limits will be established and enforced during the construction period.
- The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.

## 5.6 Section 4(f) Least Harm Analysis

The analysis and identification of the alternative that has the overall least harm must be documented in the final Section 4(f) evaluation. Because there are no feasible and prudent avoidance alternatives to the project, several factors must be considered to identify the alternative that causes the least overall harm in light of the Section 4(f) preservation purposes. The least overall harm is determined by balancing the following factors:

- Ability to mitigate adverse impacts on each Section 4(f) property;



- The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- The relative significance of each Section 4(f) property;
- The views of the officials with jurisdiction over each Section 4(f) property;
- The degree to which each alternative meets the purpose and need for the project;
- After reasonable mitigation, the magnitude of any adverse impacts on resources not protected by Section 4(f); and
- Substantial differences in costs among alternatives.

This analysis will incorporate input from the agencies and members of the public during circulation of the Draft EIR/EIS, as well as the outcome of the Section 106 consultation process. The conclusions of this analysis will be presented in the Final Section 4(f) Evaluation that will be circulated with the Final EIR/EIS.

## Chapter 6 Traditional Cultural Properties – *Túu’uv*, *Qaxáalku Payómik*, *Qaxáalku Kwíimik* Proposed De Minimis Use

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This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amended Section 4(f) legislation at 23 USC 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA’s final rule on Section 4(f) *de minimis* findings is codified in 23 CFR 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

### 6.1 Description of Section 4(f) Property

Pechanga provided a confidential Ethnographic Report (Woodward et al. 2019) and a non-confidential letter (Dubois 2020) summarizing three TCPs located in the APE and APE vicinity (see Attachment E of the HPSR). According to the report and letter, the three TCPs are *Túu’uv* (village associated with a large ceremonial center and ancient trail extending from the coast to the San Jacinto Plain, which Cajalco Road closely follows); *Qaxáalku Payómik* (village complex associated with the Luiseño Creation account); and *Qaxáalku Kwíimik* (dense village complex and ceremonial center). Together these TCPs encompass an expansive, unbounded and overlapping geographic area that includes the APE and all project build alternatives.

The combined TCPs are much larger in geographic scope than the APE and Pechanga has not discovered the full extent of the TCPs. Therefore, for the purposes of the project and the evaluation of effects related to the project, the acreage approximation for the combined TCPs is 28,531 acres; areas included within the TCPs are indicated on Confidential Figure B-3.

The TCPs share common uses and locations of religious and cultural importance, embodied by their position as a regional resource gathering area, a regional hub along a travel and trade route, and an expression of tribal values concerning the tribe’s present-day cultural values as expressed in the Creation account. In the words of the tribe:

...the intangible components of the TCPs include the regional role these historic properties play in 'Ataaxum Creation, and the on-going traditional and contemporary religious beliefs and practices of the people today. Thus, the traditional cultural significance of these TCPs is “derived from the role the propert[ies] plays in [our] community's historically rooted beliefs, customs, and practices.”

Despite having been disenfranchised from the Project's geographic area for generations, the region continues to play a predominant role in the religious observances and cultural identity of contemporary Luiseño people. We raise this fact to demonstrate that the intangible ties to the area are so interwoven into the Tribe's identity as a People that the ability to freely access the area has not resulted in the destruction of the Tribe's religious and cultural practices associated with the region, which have been passed down through oral tradition since time immemorial. (Woodward et al. 2019.)

The confidential ethnographic report prepared by Pechanga and submitted to Caltrans considers the TCPs to be eligible for the NRHP under Criterion A for their association with events, specifically the Creation account, that have made a significant contribution to broad patterns of history; Criterion B for their association with Luiseño ancestors; Criterion C for the presence of features contributing to the TCP's distinctiveness; and, Criterion D for continued potential to yield information important to history, including tribal history.

### **6.1.1 Túu'uv Traditional Cultural Property**

According to the confidential Ethnographic Report (Woodward et al. 2019) and non-confidential letter provided by Pechanga (Dubois 2020), *Túu'uv* is mentioned in traditional songs and is named in a long list of places located within ancestral Luiseño territory and is generally considered to be more ancient than the surrounding areas. Within this TCP there are over 30 *tóota yixélval* (petroglyphs) sites, substantiating that this area was a large ceremonial center serving large village sites that existed north and south of the TCP. The TCP is also tied to a long-established ancient trail, stretching from the coast to the San Jacinto Plain, that connected *Túu'uv* with the large villages in the Lake Mathews/*Qaxáalku* region and the villages farther east.

### **6.1.2 Qaxáalku Payómik Traditional Cultural Property**

Per the confidential Ethnographic Report (Woodward et al. 2019) and non-confidential letter provided by Pechanga (Dubois 2020), Cajalco Road and the APE extend through one of the densest TCP/Luiseño village complexes known as *Qaxáalku Payómik* with ties to the Creation account. This area is significant because of its use for both ceremonial and resource gathering purposes in and near the project area. Lake Mathews was a large seasonal gathering area for medicinal plants, a gathering cycle where the people began in Temecula and travels east to Domenigoni Valley near Hemet and then west to what is now the Lake Mathews area, and back through Lake Elsinore to gather food and medicinal plants. These routes followed ancient trails that become modern roads, such as SR-79, Cajalco Road, and I-15.

### **6.1.3 Qaxáalku Kwíimik Traditional Cultural Property**

Another very dense village complex and ceremonial TCP within the APE is known as *Qaxáalku Kwíimik*; according to the confidential Ethnographic Report (Woodward et al. 2019) and non-confidential letter provided by Pechanga (Dubois 2020), this TCP would be directly connected to the religious and cultural practices of the Luiseño, as well as to the Creation.

### **6.1.4 TCP Contributing Elements Located within APE**

Contributing elements to the TCPs identified within the project APE include the following.

#### **6.1.4.1 CA-RIV-2263 (Composed of Loci CA-RIV-2263, -2264, and -4444)**

CA-RIV-2263, -2264, and -4444 were initially recorded as individual archaeological sites. Because Sites CA-RIV-2263, -2264, and -4444 have been subsumed into one site, these sites are described as loci of one site (Primary Number pending). The combined sites are considered to be a contributing element to the combined TCPs.

#### **6.1.4.2 CA-RIV 7843, Loci 816 and 817**

CA-RIV-7843 is a prehistoric village complex containing approximately 49 loci and covering approximately 718 acres. Although CA-RIV-7843 has been recorded as one archaeological site, large areas devoid of artifacts or features exist between and among the identified loci. CA-RIV-7843 and the two loci of CA-RIV-7843 (Loci 816 and 817) in the area of direct impacts of the project APE are contributing elements to the three TCPs.

Individually, Locus 816 is NRHP-eligible for inclusion in the NRHP under Criteria A, C, and D. Locus 817 does not appear to meet any of the criteria that would make it eligible for inclusion in the NRHP and, as such, is not eligible for NRHP, nor does it qualify for Section 4(f) protection. While Locus 817 is not individually considered a Section 4(f) resource and has been altered since it was last recorded, the locus does contribute to the overall eligibility of site CA-RIV-7843 as a whole, and to the *Túu’uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs.

#### **6.1.4.3 CA-RIV-012623**

CA-RIV-012623 covers approximately 0.17 acre and shows moderate signs of disturbance from the construction of Cajalco Road and associated brush clearing and grading. The site retains integrity of location and impaired integrity of setting through likely disturbance and loss of archaeological materials and loss of the traditional viewshed with the introduction of paved roads and the construction of houses nearby. While the integrity of location and setting is impaired, the site appears to remain mostly intact. As such, for the purposes of this project, CA-RIV-012623 is eligible for listing in the NRHP under Criterion D.

### **6.2 Project Use**

Because the *Túu’uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs encompass the project’s entire APE, and the three TCPs share the same areas that would be affected by the proposed project, analysis of *Túu’uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs, and contributing elements, are addressed collectively under each project alternative.

A summary of the project uses of the *Túu’uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs that would occur under any of the build alternatives is provided in Table 6-1 on the following page. Project uses specific to each build alternative are discussed following Table 6-1.

**Table 6-1. Section 4(f) Use Summary – Túu’uv, Qaxáalku Payómik, and Qaxáalku Kwíimik TCPs**

Type	Alternative 1 Impact	Alternative 2C Impact	Alternative 4 Impact
Permanent Incorporation/ Easement	TCPs: 211.89 acres Contributing elements: CA-RIV-2263: 2.09 acres CA-RIV-7843, Locus 816: 1.69 acres CA-RIV-7843, Locus 817: 0.36 acre CA-RIV-012623: 0.17 acre	TCPs: 232.04 acres Contributing elements: CA-RIV-2263: 5.36 acres CA-RIV-7843, Locus 816: 1.69 acres CA-RIV-7843, Locus 817: 0.36 acre CA-RIV-012623: 0.17 acre	TCPs: 234.03 acres Contributing elements: CA-RIV-2263: No use CA-RIV-7843, Locus 816: 1.69 acres CA-RIV-7843, Locus 817: 0.36 acre CA-RIV-012623: 0.00008 acre
Temporary Use	TCPs: 61.7 acres	TCPs: 65.08 acres	TCPs: 62.67 acres
Activities, Features and/or Attributes	Minimal effect on TCPs association with events that have made a significant contribution to broad patterns of history; association with Luiseño ancestors; features contributing to the TCP’s distinctiveness; and continued potential to yield information important to history.	Minimal effect on TCPs association with events that have made a significant contribution to broad patterns of history; association with Luiseño ancestors; features contributing to the TCP’s distinctiveness; and continued potential to yield information important to history.	Minimal effect on TCPs association with events that have made a significant contribution to broad patterns of history; association with Luiseño ancestors; features contributing to the TCP’s distinctiveness; and continued potential to yield information important to history.
Accessibility	Expanded access through resource	Expanded access through resource	Expanded access through resource
Visual	The expansion of visual elements associated with roadway facilities would slightly diminish the integrity of the TCP landscapes. The visual impact would not meaningfully affect the overall character-defining features and values of the TCP in terms of its Section 4(f) significance.	The expansion of visual elements associated with roadway facilities would slightly diminish the integrity of the TCP landscapes. The visual impact would not meaningfully affect the overall character-defining features and values of the TCP in terms of its Section 4(f) significance.	The expansion of visual elements associated with roadway facilities would slightly diminish the integrity of the TCP landscapes. The visual impact would not meaningfully affect the overall character-defining features and values of the TCP in terms of its Section 4(f) significance.
Air Quality	Ethnographic landscapes of the TCPs do not contain protected features or attributes that would be affected by changes in air quality.	Ethnographic landscapes of the TCPs do not contain protected features or attributes that would be affected by changes in air quality.	Ethnographic landscapes of the TCPs do not contain protected features or attributes that would be affected by changes in air quality.
Noise	Temporary increase during construction; minor permanent change.	Temporary increase during construction; minor permanent change.	Temporary increase during construction; minor permanent change.
Vibration	Localized temporary and minor permanent effects. Would not substantially affect protected features or attributes of the TCPs.	Localized temporary and minor permanent effects. Would not substantially affect protected features or attributes of the TCPs.	Localized temporary and minor permanent effects. Would not substantially affect protected features or attributes of the TCPs.
Vegetation	Cut slopes, grading, and widened roadway would remove vegetation and potential resources. The impact would not	Cut slopes, grading, and widened roadway would remove vegetation and potential resources. The impact would not	Cut slopes, grading, and widened roadway would remove vegetation and potential resources. The impact would not

Type	Alternative 1 Impact	Alternative 2C Impact	Alternative 4 Impact
	meaningfully reduce or remove character-defining features and values of the TCP in terms of its Section 4(f) significance.	meaningfully reduce or remove character-defining features and values of the TCP in terms of its Section 4(f) significance.	meaningfully reduce or remove character-defining features and values of the TCP in terms of its Section 4(f) significance.
Wildlife	Potential change in mortality due to new roadway; introduction of wildlife crossings.	Potential change in mortality due to new roadway; introduction of wildlife crossings.	Potential change in mortality due to new roadway; introduction of wildlife crossings.
Water Quality	Although there would be the addition of impervious surfaces associated with the widened roadway along the TCPs, the additional impervious surfaces of roadway and water quality issues would not meaningfully reduce the overall character-defining features and values of the TCP in terms of its Section 4(f) significance.	Although there would be the addition of impervious surfaces associated with the widened roadway along the TCPs, the additional impervious surfaces of roadway and water quality issues would not meaningfully reduce the overall character-defining features and values of the TCP in terms of its Section 4(f) significance.	Although there would be the addition of impervious surfaces associated with the widened roadway along the TCPs, the additional impervious surfaces of roadway and water quality issues would not meaningfully reduce the overall character-defining features and values of the TCP in terms of its Section 4(f) significance.

None of the three build alternatives would physically alter the TCPs such that the setting and integrity of the TCPs would be adversely affected. While some sites that are contributing elements of the overall combined TCP would be individually adversely affected, the effects on these sites would not cause an adverse effect on the overall TCPs because those sites compose such a small physical part of the overall TCPs. The limited percentages of permanent impacts on the individual and combined TCPs and contributing site(s) impact acreages would be minimal; therefore, a finding of No Adverse Effect is provided for the TCPs under each build alternative.

## 6.2.1 Build Alternative 1

### 6.2.1.1 Túu’uv, Qaxáalku Payómik, and Qaxáalku Kwíimik TCPs

#### Permanent and Temporary Uses

As indicated in Table 6-1, Build Alternative 1 would acquire 211.89 acres of right of way and roadway maintenance easements, and temporarily occupy an additional 61.7 acres within the Túu’uv, Qaxáalku Payómik, and Qaxáalku Kwíimik TCPs, resulting in the permanent incorporation of 211.89 acres to transportation facility and the temporary use of 61.7 acres. (Refer to Confidential Figure B-3.) The combined 273.59 acres of Túu’uv, Qaxáalku Payómik, and Qaxáalku Kwíimik TCPs subject to permanent and temporary uses under Build Alternative 1 represents approximately 0.96 percent of the TCP’s total acreage.

Permanent and temporary uses of the TCPs proposed under Build Alternative 1 would occur primarily in areas previously disturbed and used as transportation facility (roadway<sup>7</sup>); as such, the use would not substantially diminish the TCPs association with events or with Luiseño

<sup>7</sup> Area currently in use as a roadway bed has not been included in the calculation of use because the roadway is already a transportation facility.

ancestors, features that contribute to the TCP’s distinctiveness, or continued potential to yield information important to history, including tribal history.

In accordance with 36 CFR 800.5(a)(1), the criteria of adverse effect, Build Alternative 1 would result in the physical destruction of approximately 0.96 percent of *Túu’uv, Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs (36 CFR 800.5(a)(2)(i)). However, the area that would be affected is highly disturbed and does not contribute to the overall site eligibility for the NRHP.

Uses of the following sites and loci as contributing elements of the TCPs, under Build Alternative 1, are described below.

### **6.2.1.2 Contributing Elements**

#### **CA-RIV-2263 (Composed of CA-RIV-2263, -2264, and -4444)**

Under Build Alternative 1, Loci -2263 and -4444 of the combined Site CA-RIV-2263 would be partially affected by Build Alternative 1, while Locus -2264 would be avoided. Considering the three loci as a whole, Build Alternative 1 would permanently use approximately 2.09 acres of Site CA-RIV-2263. Additionally, a subsurface component of this site was identified and would be affected. (Refer to Confidential Figure B-3.)

According to the FOE prepared for the proposed project (Caltrans 2020e) and SHPO concurrence with the FOE in its Finding of Adverse Effect letter dated February 17, 2021, no adverse effect as a contributor to a TCP was identified for Site CA-RIV-2263. Although combined Sites CA-RIV-2263, -2264, and -4444 contribute to the assumed eligibility of the TCPs, effects on these properties would not cause an adverse effect on the overall TCPs because they comprise such a small physical part of the overall TCPs. Refer to consultation records in Attachment A to this Section 4(f) appendix for the SHPO February 17, 2021, letter.

#### **CA-RIV-7843, Loci 816 and 817**

Each build alternative would acquire approximately 7.49 acres of right of way within CA-RIV-7843, resulting in permanent incorporation of 7.49 acres of CA-RIV-7843, including 1.69 acres of Locus 816 and 0.36 acre of Locus 817, to transportation facility. (Refer to Confidential Figure B-2.) The 7.49 acres represents approximately 0.03 percent of the TCP’s total acreage for the purposes of this project. Because CA-RIV-7843 within the APE has undergone multiple surveys and been found devoid of artifacts or features between and among the loci, impacts on the 5.44 acres of CA-RIV-7843, outside the boundaries of Loci 816 and 817, are not anticipated to adversely affect the important qualities, attributes, or characteristics of CA-RIV-7843 or the three TCPs.

According to the FOE prepared for the proposed project (Caltrans 2020e) and SHPO concurrence with the FOE in its Finding of Adverse Effect letter dated February 17, 2021, no adverse effect as contributors to a TCP was identified for Site CA-RIV-7843, Loci 816 and 817. Although Loci 816 and 817 contribute to the assumed eligibility of the TCPs, effects on these properties would not cause an adverse effect on the overall TCPs because they comprise such a small physical part of the overall TCPs.

## **CA-RIV-012623**

Under Build Alternative 1, 0.17 acre of permanent use are anticipated. According to the FOE prepared for the proposed project (Caltrans 2020e) and SHPO concurrence with the FOE in its Finding of Adverse Effect letter dated February 17, 2021, no adverse effect as a contributor to a TCP was identified for Site CA-RIV-012623. Although Site CA-RIV-012623 contributes to the assumed eligibility of the TCPs, effects on this property would not cause an adverse effect on the overall TCPs because it comprises such a small physical part of the overall TCPs.

### **6.2.2 Build Alternative 2C**

#### **6.2.2.1 Túu’uv, Qax áalku Pay mik, and Qax áalku Kw íimik TCPs**

##### **Permanent and Temporary Uses**

Build Alternative 2C would acquire 232.04 acres of right of way and roadway maintenance easements, and temporarily occupy an additional 65.08 acres within the *Túu’uv, Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs, resulting in the permanent incorporation of 232.04 acres to transportation facility and the temporary use of 65.08 acres. (Refer to Confidential Figure B-3.) The combined 297.12 acres of *Túu’uv, Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs subject to permanent and temporary uses under Build Alternative 2C represent approximately 1 percent of the TCP’s total acreage.

Permanent and temporary uses of the TCPs proposed under Build Alternative 2C would occur primarily in areas previously disturbed and used as transportation facility (roadway<sup>8</sup>); as such, the use would not substantially diminish the TCPs association with events or with Luiseño ancestors, features that contribute to the TCP’s distinctiveness, or continued potential to yield information important to history, including tribal history.

In accordance with 36 CFR 800.5(a)(1), the criteria of adverse effect, Build Alternative 2C would result in the physical destruction of approximately 1 percent of *Túu’uv, Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs (36 CFR 800.5(a)(2)(i)). However, the area that would be affected is highly disturbed and does not contribute to the overall site eligibility for the NRHP.

Uses of the following sites and loci as contributing elements of the TCPs, under Build Alternative 2C, are described below.

#### **6.2.2.2 Contributing Elements**

##### **CA-RIV-2263 (Composed of Loci CA-RIV-2263, -2264, and -4444)**

Under Build Alternative 2C, Loci -2263 and -2264 of the combined Site CA-RIV-2263 would be partially affected, while Locus -4444 would be avoided. Considering the three loci as a whole, Build Alternative 2C would permanently use 5.36 acres of the combined site. According to the FOE prepared for the proposed project (Caltrans 2020e) and SHPO concurrence with the FOE in its Finding of Adverse Effect letter dated February 17, 2021, no adverse effect as a contributor to a TCP was identified for Site CA-RIV-2263. Although combined Sites CA-RIV-2263, -2264,

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<sup>8</sup> Area currently in use as a roadway bed has not been included in the calculation of use because the roadway is already a transportation facility.



and -4444 contribute to the assumed eligibility of the TCPs, effects on these properties would not cause an adverse effect on the overall TCPs because they comprise such a small physical part of the overall TCPs.

### **CA-RIV-7843, Locus 816 and Locus 817**

Because the project alignment and design would be the same for all build alternatives in the area of CA-RIV-7843, the uses of and effect findings for CA-RIV-7843, Locus 816 and Locus 817, on the *Túu'uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs identified under Build Alternative 1 would be the same for Build Alternative 2C.

### **CA-RIV-012623**

Under Build Alternative 2C, 0.17 acre of permanent use are anticipated. According to the FOE prepared for the proposed project (Caltrans 2020e) and SHPO concurrence with the FOE in its Finding of Adverse Effect letter dated February 17, 2021, no adverse effect as a contributor to a TCP was identified for Site CA-RIV-012623. Although Site CA-RIV-012623 contributes to the assumed eligibility of the TCPs, effects on this property would not cause an adverse effect on the overall TCPs because it comprises such a small physical part of the overall TCPs.

## **6.2.3 Build Alternative 4**

### **6.2.3.1 Túu'uv, Qax áalku Pay mik, and Qax áalku Kw imik TCPs**

#### **Permanent and Temporary Uses**

As indicated in Table 6-1, Build Alternative 4 would acquire 234.03 acres of right of way and roadway maintenance easements, and temporarily occupy an additional 62.67 acres within the *Túu'uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs, resulting in the permanent incorporation of 234.03 acres to transportation facility and the temporary use of 62.67 acres. (Refer to Confidential Figure B-3.) The combined 296.7 acres of *Túu'uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs subject to permanent and temporary uses under Build Alternative 4 represent approximately 1 percent of the TCP's total acreage.

Permanent and temporary uses of the TCPs proposed under Build Alternative 4 would occur primarily in areas previously disturbed and used as transportation facility (roadway); as such, the use would not substantially diminish the TCPs association with events or with Luiseño ancestors, features that contribute to the TCP's distinctiveness, or continued potential to yield information important to history, including tribal history.

In accordance with 36 CFR 800.5(a)(1), the criteria of adverse effect, Build Alternative 4 would result in the physical destruction of approximately 0.96 percent of *Túu'uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs (36 CFR 800.5(a)(2)(i)). However, the area that would be affected is highly disturbed and does not contribute to the overall site eligibility for the NRHP.

Uses of the following sites and loci as contributing elements of the TCPs, under Build Alternative 4, are described below.

### 6.2.3.2 Contributing Elements

#### CA-RIV-2263 (Composed of Loci CA-RIV-2263, -2264, and -4444)

Under Build Alternative 4, there would be no anticipated construction in the location of Site CA-RIV-2263. As such, there would be no use on the resource that would damage or destroy a part of the site. In addition, proximity impacts from construction of this alternative, such as visual, noise, or air quality impacts, would be situated too far from the resource to rise to the level of substantial impairment.

#### CA-RIV-7843, Locus 816 and Locus 817

Because the project alignment and design would be the same for all build alternatives in the area of CA-RIV-7843, the use of and effect determinations for CA-RIV-7843, Locus 816 and Locus 817, on the *Túu’uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs identified under Build Alternative 1 would be the same for Build Alternative 4.

#### CA-RIV-012623

Under Build Alternative 4, 0.00008 acre of permanent use is anticipated. According to the FOE prepared for the proposed project (Caltrans 2020e) and SHPO concurrence with the FOE in its Finding of Adverse Effect letter dated February 17, 2021, no adverse effect as a contributor to a TCP was identified for Site CA-RIV-012623. Although Site CA-RIV-012623 contributes to the assumed eligibility of the TCPs, effects on this property would not cause an adverse effect on the overall TCPs because it comprises such a small physical part of the overall TCPs.

## 6.2.4 Constructive Use Analysis

Table 6-1 summarizes the anticipated effects on the *Túu’uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs and contributing elements under each of the three build alternatives. The potential for proximity impacts and indirect effects on the protected features and attributes of the TCPs related to all three build alternatives are discussed below.

### 6.2.4.1 Visual

Visual impacts during construction would be typical of roadway construction projects, including construction fencing, construction equipment, material stockpiles, and vegetation removal, which would collectively temporarily disturb portions of the landscape of the TCPs. Once constructed, permanent impacts on the visual landscape would result; however, the impact would not be considered adverse for this resource because the affected landscape is not a contributor to the resource’s eligibility for the NRHP.

### 6.2.4.2 Noise and Vibration

The incremental increase in noise during construction and operation of the build alternatives would not affect the activities, features, and attributes of the *Túu’uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs that qualify the sites as Section 4(f) resources. Existing modeled noise levels within areas of the TCPs that would not be subject to permanent or temporary uses currently range between 38 and 69 dBA, depending on proximity to existing roadways. Predicted

noise levels within these areas of the TCPs under the build alternatives would range between 36 and 71 dBA. The project includes measures designed to minimize the exposure of sensitive land uses to noise levels predicted to meet or exceed the NAC of 67 dBA for Section 4(f) sites. Refer to Section 6.3, *Measures to Minimize Harm to Traditional Cultural Properties*.

Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance from the piece of construction equipment. While archaeological resources are considered vibration-sensitive, areas of the *Túu'uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs adjacent to existing roadways are currently exposed to vibration associated with roadway use. Vibration effects during temporary construction activities would be short term and would not inhibit the activities, features, and attributes of the TCPs, with the incorporation of measures that would control and minimize the amount of vibration exposed to surrounding areas during construction. Refer to Section 6.3, *Measures to Minimize Harm to Traditional Cultural Properties*. These impacts would be short term and would not inhibit the activities, features, and attributes of the *Túu'uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs. During operation of the build alternatives, localized, minor ground-borne vibration would be anticipated as a result of vehicles traveling through the area. However, the vibration would not be so great as to affect the activities, features, and attributes of the TCPs and contributing elements that qualify the sites as Section 4(f) resources.

#### **6.2.4.3 Vegetation and Wildlife**

Each of the build alternatives would result in impacts on vegetation and wildlife communities within the portions of the *Túu'uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs within the project APE. Indirect effects on the TCPs related to impacts on vegetation and wildlife communities within the APE are not anticipated due to the placement of security fencing along the new roadway segment and lack of parking opportunities.

#### **6.2.4.4 Water Quality**

The project could result in short-term, temporary construction impacts on water quality related to pavement breaking, grading, establishment and use of construction staging areas, and other soil-disturbing construction activities during project construction. Potential pollutant sources include construction materials and equipment, such as vehicle fluids; concrete and masonry products; landscaping and other products; and contaminated soils.

Similarly, operation of the build alternatives also has the potential to affect water quality. Potential pollutant sources associated with operation include motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care. However, the proposed project includes minimization measures to avoid water quality impacts associated with the build alternatives. Furthermore, the build alternatives would not impair water quality such that the activities, features, and/or attributes that qualify the *Túu'uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs for protection under Section 4(f) would be substantially affected.

#### 6.2.4.5 Draft Constructive Use Analysis Conclusion

Build Alternatives 1, 2C, and 4 would not result in a constructive use of Túu'uv, Qaxáalku Payómik, or Qaxáalku Kwíimik TCPs.

Proximity impacts, such as impacts from noise and air quality or visual impacts, would not be considered adverse for the TCPs because these components are not contributors to the resource's eligibility for the NRHP. The primary significance of the TCPs is the important role they play in the Luiseño community's historically and traditionally based customs, beliefs, and practices. With the implementation of the measures identified in Section 6.3, *Measures to Minimize Harm to Traditional Cultural Properties*, the build alternatives would not adversely affect the intangible spiritual and religious qualities of the TCPs beyond the limits of the project and/or the ability of the Luiseño to recognize or maintain their relationship to their history, religion, and customs, or to the landscape. The sacred and spiritual components of the TCPs exist independent from the physical characteristics of the landscape and would not be diminished or adversely affected through direct or indirect construction impacts.

As described above, the proximity impacts of the build alternatives would not be so severe that they substantially impair the activities, features, and attributes that qualify the properties for Section 4(f) protection. Therefore, Build Alternatives 1, 2C, and 4 would not result in a constructive use of the Túu'uv, Qaxáalku Payómik, or Qaxáalku Kwíimik TCPs.

Formal consultation with MWD and RCHCA to confirm the findings of this Section 4(f) analysis, including *de minimis* findings for the Túu'uv, Qaxáalku Payómik, and Qaxáalku Kwíimik TCPs, will occur following public review of this Section 4(f) documentation. Thereafter, correspondence with the official with jurisdiction will be added to Attachment A of this Section 4(f) appendix.

### 6.3 Measures to Minimize Harm to Traditional Cultural Properties

While a finding of No Adverse Effect for the three TCPs has been confirmed by SHPO, an MOA between the SHPO and Caltrans is proposed as part of the Section 106 process to address adverse effects on contributing elements of the TCPs (refer to Section 6.2.1.2, *Contributing Elements*, above). The MOA will include stipulations that the project be constructed in coordination with tribes and allow for tribal monitors, as well as any additional measures deemed by SHPO as appropriate to minimize harm to the resources. In addition, agencies that are owners of properties that would be affected by the project and that contain historic properties, including MWD, will also be invited to participate in the development of the MOA. The MOA would be finalized after public review of the EIR/EIS, and require concurrence of Caltrans' local office (Caltrans District 8) and County of Riverside.

Furthermore, the following standard measures regarding discovery of human remains and unanticipated discoveries will be employed if applicable during construction of Build Alternatives 1, 2C, and 4:

**PF CR-1: Discovery of Human Remains.** If human remains are discovered during construction, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the County Coroner to be Native American, the coroner

will notify the Native American Heritage Commission (NAHC) who, pursuant to Public Resources Code (PRC) Section 5097.98, will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact Gary Jones, District Native American Coordinator, at (909) 383-7505 so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

**PF CR-2: Unanticipated Discoveries.** If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. Unanticipated discoveries will be treated according to the Project Discovery and Monitoring Plan.

During construction, the proposed project would include compliance with Standard Project Measures **PF NOI-1** and **PF NOI-5**. Measures **NOI-2** through **NOI-4** would be included in construction of the proposed project.

**PF NOI-1:** Do not exceed 86 A-weighted decibels maximum noise level at 50 feet from job site activities between 9:00 p.m. and 6:00 a.m. (2018 California Department of Transportation Standard Specifications, Section 14-8.02, Noise Control).

**NOI-2:** Construct soundwall S-624 at the right of way at a height of 10 feet, provided that the survey process approves soundwall S-624.

**NOI-3:** Construct soundwalls S-650 and S-652 (property line) at heights of 8 feet, provided that the survey process approves.

**NOI-4:** Inclusion of Quiet Pavement (CEQA Measure). The County will require the construction contractor to provide an asphalt mix that provides 5-decibel minimum tire pavement noise reduction, and will include this mix during construction and paving of the proposed project.

**PF NOI-5:** Construction noise would be temporary and limited to the duration of the construction. The following noise control measures will also be incorporated into the project contract specifications in order to minimize construction noise effects:

- All noise-producing project equipment and vehicles using internal combustion engines will be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed “package” equipment (e.g., arc-welders, air compressors) will be equipped with shrouds and noise-control features that are readily available for that type of equipment.
- To the extent feasible, sound control blankets shall be placed such that the line of sight from ground-level construction equipment and sensitive receptors would be blocked. For example, an 8-foot-high sound control blanket that has a minimum Sound Transmission Class rating of 28 would provide a noise level reduction of 11 A-weighted decibels when the construction equipment is approximately 50 feet from the sound control blanket while the receptor is approximately 10 feet on the other side.
- All mobile or fixed noise-producing equipment used on the project that is regulated for noise output by a local, state, or federal agency will comply with such regulation while in the course of project activity.

- Electrically powered equipment will be used instead of pneumatic or internal combustion-powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas will be located as far as practicable from noise-sensitive receptors.
- Construction site and access road speed limits will be established and enforced during the construction period.
- The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.

## 6.4 Draft Section 4(f) De Minimis Finding

The build alternatives would result in permanent use of the *Túu'uv, Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs. Although temporary use would occur under each build alternative, which includes temporary construction easements, storage and staging locations, and temporary access roads, these activities and changes would be considered permanent use on archaeological sites due to their ability to relocate or harm artifacts or other site features that may be present. No constructive use of this resource is anticipated under the build alternatives.

Build Alternative 1 would require permanent use of 273.59 acres of the *Túu'uv, Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs in the form of permanent acquisition, easements, and temporary use, representing 0.96 percent of the TCP's pre-project acreage. Build Alternative 2C would require permanent use of 297.12 acres of the *Túu'uv, Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs in the form of permanent acquisition, easements, and temporary use, representing 1 percent of the TCP's pre-project acreage. Build Alternative 4 would require permanent use of 296.7 acres of the *Túu'uv, Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs in the form of permanent acquisition, easements, and temporary use, representing 1 percent of the TCP's pre-project acreage.

Permanent use of the TCPs would result from widening an existing transportation facility beyond the current roadway right of way, and occur primarily in areas previously disturbed and used as transportation facility (roadway<sup>9</sup>); as such, the use would not substantially diminish the TCPs' association with events or with Luiseño ancestors, features that contribute to the TCPs' distinctiveness, or continued potential to yield information important to history, including tribal history. Given that the permanent use under each build alternative would represent approximately 1 percent of the total property, and impacts on the features and attributes that qualify *Túu'uv, Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs for Section 4(f) protection within the areas affected would be limited and mitigated to the extent feasible through measures listed in Section 6.3, *Measures to Minimize Harm to Traditional Cultural Properties*, the proposed acquisitions and effects under all three build alternatives are eligible to be considered as a *de minimis* impact. On February 10, 2021, SHPO provided concurrence with NRHP eligibility determinations for sites within the project APE, including the *Túu'uv, Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs. On February 17, 2021, SHPO concurred that the undertaking as a whole would have an adverse effect; however, the *Túu'uv, Qaxáalku Payómik*,

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<sup>9</sup> Area currently in use as a roadway bed has not been included in the calculation of use because the roadway is already a transportation facility.

and *Qaxáalku Kwíimik* TCPs would not be adversely affected due their vast size and the minimal potential to affect them. Caltrans has notified the SHPO of the intention to make a de minimis finding based on the SHPO’s concurrence that these properties would not be adversely affected. Refer to consultation records in Attachment A to this Section 4(f) appendix.

All three build alternatives would result in direct *de minimis* use of *Túu’uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs. Because transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures described in Section 6.3, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete.

Agreement regarding the above conditions related to *de minimis* use of the *Túu’uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs will be documented through the formal Section 4(f) consultation process with SHPO following public review of this Section 4(f) documentation.

## 6.5 Coordination Conducted for Traditional Cultural Properties

As part of the Section 106 process, initial consultation letters were sent to 13 Native American contacts identified by the NAHC in its April 1, 2011, letter (see “Summary of Native American Consultation” table in Attachment E of the HPSR). The consultation letters were sent in May 2011. Due to the passage of time and changes to the project description, letters were re-sent to the original Native American contacts, and additional new contacts identified by the tribes previously contacted, on May 18, 2016. Follow-up contact attempts were made to nonresponsive tribes in June and October of 2016. Please refer to Attachment E of the HPSR for a table that details the Native American consultation.

Native American tribal representatives from Pechanga and Soboba accompanied the survey personnel during the Phase 1 survey. Native American tribal representatives included Tony Foussat, John Jackson, Augie Ortiz, Todd Perry, and Cody Schlater (Pechanga), as well as Ronald Dominguez (Soboba).

Between August and October of 2018, an XPI survey was undertaken for eight prehistoric sites within the project APE, each of which are located within *Túu’uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs. The chief goal of the XPI study is to define part or all of the boundaries (horizontal or vertical) of an archaeological site (Caltrans 2015:5:17). Native American tribal representatives were given the opportunity to review the XPI proposal and were invited to discuss the XPI proposal and Native American tribal participation in the XPI study. Native American tribal representatives from Cahuilla, Morongo, Pechanga, and Soboba participated in the XPI survey and assisted in documenting the prehistoric sites described herein. Native American tribal representatives/monitors included Rose Ann Hamilton (Cahuilla); Daniel Hough, Augustin Lerma, and Roy Matthews, Jr. (Morongo); Cody Schlater and Chris Yearyean (Pechanga); and Talitha Arceo and Jesy Sigler (Soboba).

On December 20, 2019, Pechanga provided a confidential Ethnographic Report (Woodward et al. 2019) describing the *Túu’uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs in the project region. Following in-person meetings with Caltrans, the County and consultants, a non-confidential letter summarizing three TCPs and their extent relative to the APE was provided by Pechanga on February 28, 2020 (Dubois 2020) (see Attachment E of the HPSR).

An FOE for *Túu'uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs was submitted to SHPO for concurrence on December 1, 2020. On February 10, 2021, SHPO provided concurrence with NRHP eligibility determinations for sites within the project APE, including the *Túu'uv*, *Qaxáalku Payómik*, and *Qaxáalku Kwíimik* TCPs. On February 17, 2021, SHPO concurred with the findings of effect for the TCPs. Refer to consultation records in Attachment A to this Section 4(f) appendix.



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# **Chapter 7**

## **Lake Mathews-Estelle Mountain Core Reserve Proposed De Minimis Use**

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This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 USC 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the USDOT determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 CFR 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

This chapter describes the Lake Mathews-Estelle Mountain Core Reserve (LM-EM Reserve) and the potential effects of each project alternative.

### **7.1 Description of Section 4(f) Property**

The LM-EM Reserve is a habitat reserve that is a component of the WRC MSHCP for the protection of SKR. The LM-EM Reserve encompasses approximately 11,243 acres and is owned and managed by MWD, California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), RCHCA, Bureau of Land Management, and Western Municipal Water District (RCHCA 1996; MWD 2021a). MWD is the largest landowner in the LM-EM Reserve, controlling 5,110.4 acres. RCHCA currently owns 4,553.43 acres in the reserve. The Reserve was established pursuant to RCHCA's March 1996 Habitat Conservation Plan for the Stephens' Kangaroo Rat (SKR HCP) in Western Riverside County.

A 2,565.5-acre State Ecological Reserve was previously established within MWD-owned lands through agreements between CDFW and MWD, and overlaps the northern portion of the LM-EM Reserve. A 2,544.9-acre Mitigation Bank for use by MWD and RCHCA also overlaps the northern portion of the LM-EM Reserve. The Mitigation Bank accounts for 1,269.3 acres of Stephens' kangaroo rat occupied habitat intended to fulfill conservation requirements of the SKR HCP. Together, the State Ecological Reserve and Mitigation Bank form the current Lake Mathews Multiple Species Reserve. The southern portion of the LM-EM Reserve is managed by RCHCA, CDFW, USFWS, Bureau of Land Management, and Western Municipal Water District; it is undeveloped and characterized by steep terrain and limited access via a few narrow dirt roads. (MWD and RCHCA 1995; MWD 2021).

In the immediate vicinity of the LM-EM Reserve, land at the northern edge and northeastern edge is used primarily for agriculture and low-density residential development purposes. The Lake Mathews reservoir and associated facilities—and MWD Operations Area and MWD Plan

Area Projects areas—are also adjacent to or close to reserve lands in the northern section of the reserve and unpaved access roads used for maintenance and management of MWD facilities and reserve areas. Land to the south is generally in open space, as is much of the territory to the east of the reserve. Land uses to the southeast are rural residential. To the west, land uses include open space, the existing El Sobrante Landfill site, rural residential development in Dawson Canyon, and existing mining operations.

Because the primary function of the LM-EM Reserve is to provide habitat for, and protect, SKR, the protected activities, features, and attributes of the LM-EM Reserve are composed of reserve management, and the features and attributes that support and protect SKR habitat within the reserve. Reserve management activities and features include monitoring species and habitat, vegetation and landscape maintenance to support biological health of the reserve, and security monitoring and barrier (fencing) maintenance to protect the reserve. Features and attributes that support and protect SKR habitat within the reserve include suitable vegetation communities, soils, space for burrows and foraging, and physical protective barriers (fencing).

Habitat for SKR consists almost exclusively of open grasslands/sparse shrublands with 50 percent or less ground cover during the summer. SKR are usually found in flatter areas (slopes less than 30 percent) but may be found on steeper slopes at trace densities and may only use these areas for foraging. Suitable vegetation communities within the LM-EM Reserve that support SKR are nonnative grassland (NNG), Riversidian sage scrub (RSS), disturbed RSS, and RSS/NNG vegetation communities. Soils within occupied habitat tend to be sandy and sandy loam soils with a low clay to gravel content (for ease of burrowing).

## 7.2 Proposed Use

Permanent and temporary uses of the LM-EM Reserve that would occur under the build alternatives are summarized in Tables 7-1 through 7-3, below. Uses specific to each build alternative are discussed following the summary tables.

Uses from Build Alternatives 1, 2C, and 4 would occur during construction and operation. Permanent removal of suitable SKR habitat would occur during construction of each of the build alternatives. The limits of disturbance for the build alternatives include areas outside of areas dedicated to/described for SKR conservation, areas conserved for the benefit of SKR, and areas described for conservation for the benefit of SKR. Table 7-1 provides the permanent use acreage on SKR habitat within the limits of disturbance for each build alternative. For illustrations of direct use under each build alternative, refer to Figures 3, 4, and 5.

**Table 7-1. Lake Mathews-Estelle Mountain Core Reserve and SKR Habitat – Permanent Use**

<b>Build Alternative</b>	<b>Proposed ROW (acres)</b>	<b>SKR Habitat within Proposed ROW (acres)</b>	<b>Easement (acres)</b>	<b>SKR Habitat within Easement (acres)</b>	<b>Permanent Incorporation (total acres)</b>
Build Alternative 1	75.31	65.57	51.85	47.24	127.16
Build Alternative 2C	85.68	67.25	62.4	50.88	148.08
Build Alternative 4	35.88	26.71	26.63	22.27	62.51
SKR Habitat = Nonnative grassland (NNG), Riversidian sage scrub (RSS), disturbed RSS, and RSS/NNG vegetation communities Roadbed Removal = SKR Habitat addition. ROW = right of way					

Table 7-2 provides the temporary use on SKR habitat within the limits of disturbance for each build alternative. For illustrations of temporary use under each build alternative, refer to Figures 3, 4, and 5.

**Table 7-2. Lake Mathews-Estelle Mountain Core Reserve and SKR Habitat – Temporary Use**

<b>Build Alternative</b>	<b>Construction Area (total acres)</b>	<b>SKR Habitat within Construction Area (acres)</b>
Build Alternative 1	22.29	15.83
Build Alternative 2C	25.59	18.22
Build Alternative 4	8.3	6.46
Construction Area = Areas temporarily disturbed during construction; includes temporary construction easements and staging areas. SKR Habitat = Nonnative grassland (NNG), Riversidian sage scrub (RSS), disturbed RSS, and RSS/NNG vegetation communities		

Table 7-3 provides a summary of potential uses of the LM-EM Reserve under each build alternative as a result of permanent and temporary uses.

**Table 7-3. Section 4(f) Use Summary – Lake Mathews-Estelle Mountain Core Reserve**

<b>Impact Type</b>	<b>Build Alternative 1</b>	<b>Build Alternative 2C</b>	<b>Build Alternative 4</b>
Permanent Incorporation	127.16 acres	148.08 acres	62.51 acres
Temporary Use	22.29 acres	25.59 acres	8.3 acres
Facilities, Functions, and/or Activities	122.84 acres of SKR habitat affected; minor changes in access for maintenance and management	127.35 acres of SKR habitat affected; minor changes in access for maintenance and management	52.14 acres of SKR habitat affected; minor changes in access for maintenance and management
Accessibility	Minimal impact on maintenance and management access	Minimal impact on maintenance and management access	Minimal impact on maintenance and management access
Visual	Minor change to limited sections of reserve	Minor change to limited sections of reserve	Moderate change to limited sections of reserve
Air Quality	Temporary exhaust and dust during construction	Temporary exhaust and dust during construction	Temporary exhaust and dust during construction
Noise	Temporary increase during construction; minor permanent increase	Temporary increase during construction; minor permanent increase	Temporary increase during construction; minor permanent increase
Vibration	Minor, localized, and temporary effect	Minor, localized, and temporary effect	Minor, localized, and temporary effect
Vegetation	Direct and temporary loss of habitat	Direct and temporary loss of habitat	Direct and temporary loss of habitat
Wildlife	Potential change in mortality due to change to roadway; introduction of wildlife crossings	Potential change in mortality due to change to roadway; introduction of wildlife crossings	Potential change in mortality due to change to roadway; introduction of wildlife crossings
Water Quality	Limited potential for changes to water quality	Limited potential for changes to water quality	Limited potential for changes to water quality
Source: Caltrans 2018a			

## 7.2.1 Build Alternative 1

### 7.2.1.1 Permanent Use

As indicated in Table 7-1, Build Alternative 1 would acquire 75.31 acres of right of way and 51.85 acres for permanent roadway facility maintenance easement from the LM-EM Reserve. The acquisitions and easements would occur within the western two-thirds of the project alignment, from approximately 2 miles east of the intersection of Cajalco Road and Temescal Canyon Road to the intersection of Cajalco Road and Smith Road, as shown on Figure 3. The combined total acreage of acquisitions and easements would result in permanent incorporation of 127.16 acres from the LM-EM Reserve to transportation facility. The 127.16 acres represents approximately 1 percent of the refuge's pre-project total acreage. For an illustration of direct use through permanent incorporation under Build Alternative 1, refer to Figure 3.

Of the total 127.16 acres that would be permanently incorporated, 112.81 acres contain SKR habitat that would be affected. Portions of the existing Cajalco Road and the road right of way would be removed during project construction and returned to natural topographic contours, decompacted to allow for plant establishment, and revegetated with natural vegetation. This is considered a beneficial impact and would create 5.8 acres of suitable habitat for SKR. The additional 5.8 acres of SKR habitat would partially offset the loss of 112.81 acres of SKR habitat, resulting in an impact on 107.01 acres of SKR habitat.

There is a potential for operation of the build alternatives to increase mortality of SKR through vehicle strikes of individuals attempting to cross the wider roadway. Maintenance activities along the roadway right of way are not expected to appreciably differ from existing operating conditions under the build alternatives. The existing roadway would continue to produce noise, dust, air pollution, and fire risk. The potential effects from operation and maintenance of the build alternatives would be minimized, however, with widened, paved roadway shoulders that would minimize dust and provide greater distance between traffic and adjacent sensitive, vegetated habitat areas. In addition, approximately 73 wildlife crossings and fencing have been incorporated into the project design throughout areas of the SKR Core Reserve within the project limits. The wildlife crossings, and fencing that would support the facilitation of wildlife use of the crossings and deter surface roadway crossings, would be designed to meet or exceed WRC MSHCP guidelines. Monitoring and maintenance would ensure the continued viability and function of these wildlife crossings (see Measure BIO-19).

Measures listed in Section 7.3, *Measures to Minimize Harm to Lake Mathews-Estelle Mountain Core Reserve*, would further reduce impacts on SKR habitat.

The LM-EM Reserve requires advance coordination for limited public access and is not anticipated to be interrupted or otherwise changed as a result of the project. Access to areas within the LM-EM Reserve for management is obtained via internal reserve access roads and security gates between the reserve and local County roadways. Agency access for habitat management and security maintenance would be maintained during project construction and operation.

### **7.2.1.2 Temporary Use**

As indicated in Table 7-2, Build Alternative 1 would temporarily use 22.29 acres for temporary storage and staging locations for construction equipment, and access for construction vehicles and equipment, during construction of Build Alternative 1. Of the 22.29 acres, 15.83 acres contain SKR suitable habitat that would be temporarily affected. Construction activities within and adjacent to LM-EM Reserve lands would be temporary in duration and restricted to occur only during non-breeding seasons.

Lighted construction areas could affect nocturnal activities, including foraging, decreasing reproductive success or altering territories. In addition, artificial lighting at night may increase predation risk by allowing predators, such as owls, to hunt more efficiently. Project construction would result in an increase in human activity in the area, which could result in an increase in opportunistic predators that are attracted to litter, such as coyote and American crow.

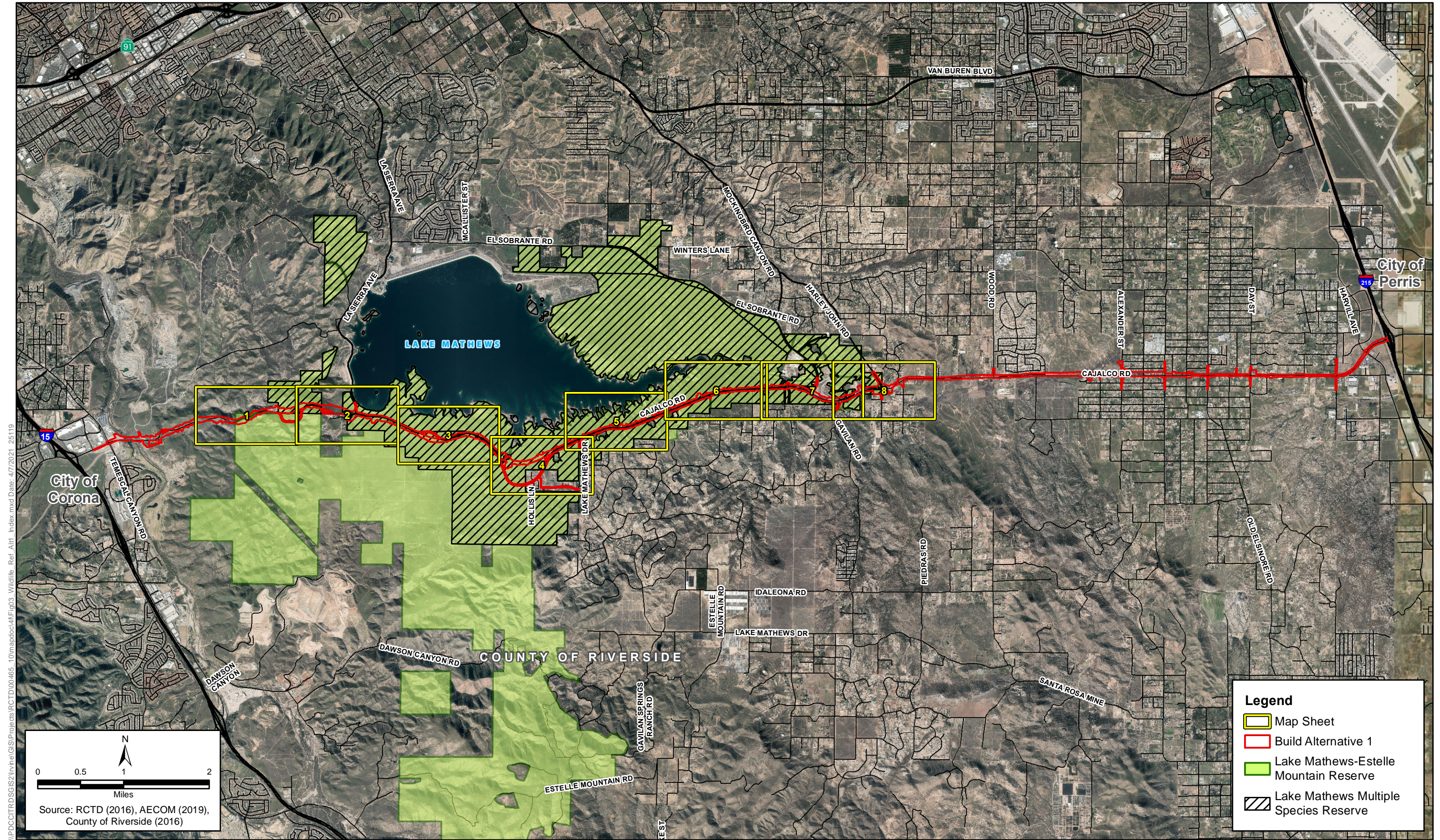
Construction and mechanical soil disturbance may adversely affect SKR habitat on site by altering friability or encouraging the spread of invasive plant species, which could indirectly result in loss of quality habitat and an increase in fire risk. The avoidance and minimization measures in Section 7.3 would ensure these indirect impacts are greatly reduced or eliminated.

No permanent adverse impacts on SKR, the LM-EM Reserve, or protected features or characteristics; or permanent interference with the management or purpose of the LM-EM Reserve would be anticipated with the application of project measures. Following construction, the 22.29 acres temporarily occupied during construction would be restored to pre-project conditions, consistent with the measures listed in Section 7.3. Due to temporary interference to 15.83 acres of SKR habitat, however, all five conditions of 23 CFR Section 774.13(d) that would qualify the temporary activities of the project for temporary occupancy would not be met and a temporary use would occur.

Agreement regarding the above conditions related to temporary use of 22.29 acres of the LM-EM Reserve under Build Alternative 1 will be documented through the formal Section 4(f) consultation process with MWD and RCHCA following public review of this Section 4(f) documentation.

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**Figure 3 - Map Index**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 1**  
**Cajalco Road Widening and Safety Enhancement Project**



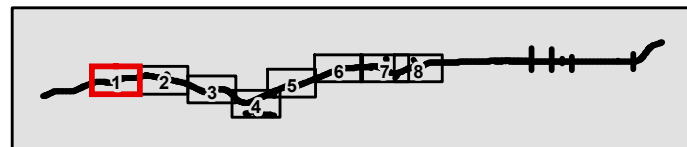
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Source: AECOM (2019); RCTD (2016)



- Lake Mathews- Estelle Mountain Core Reserve
- Lake Mathews Multiple Species Reserve
- Build Alternative 1 Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

**Figure 3 - Sheet 1**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 1**  
**Cajalco Road Widening and Safety Enhancement Project**



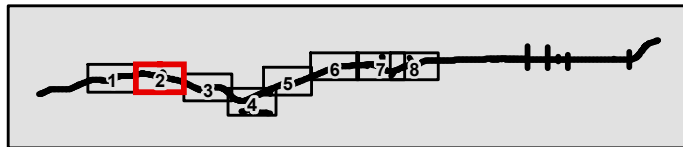
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Source: AECOM (2019); RCTD (2016)



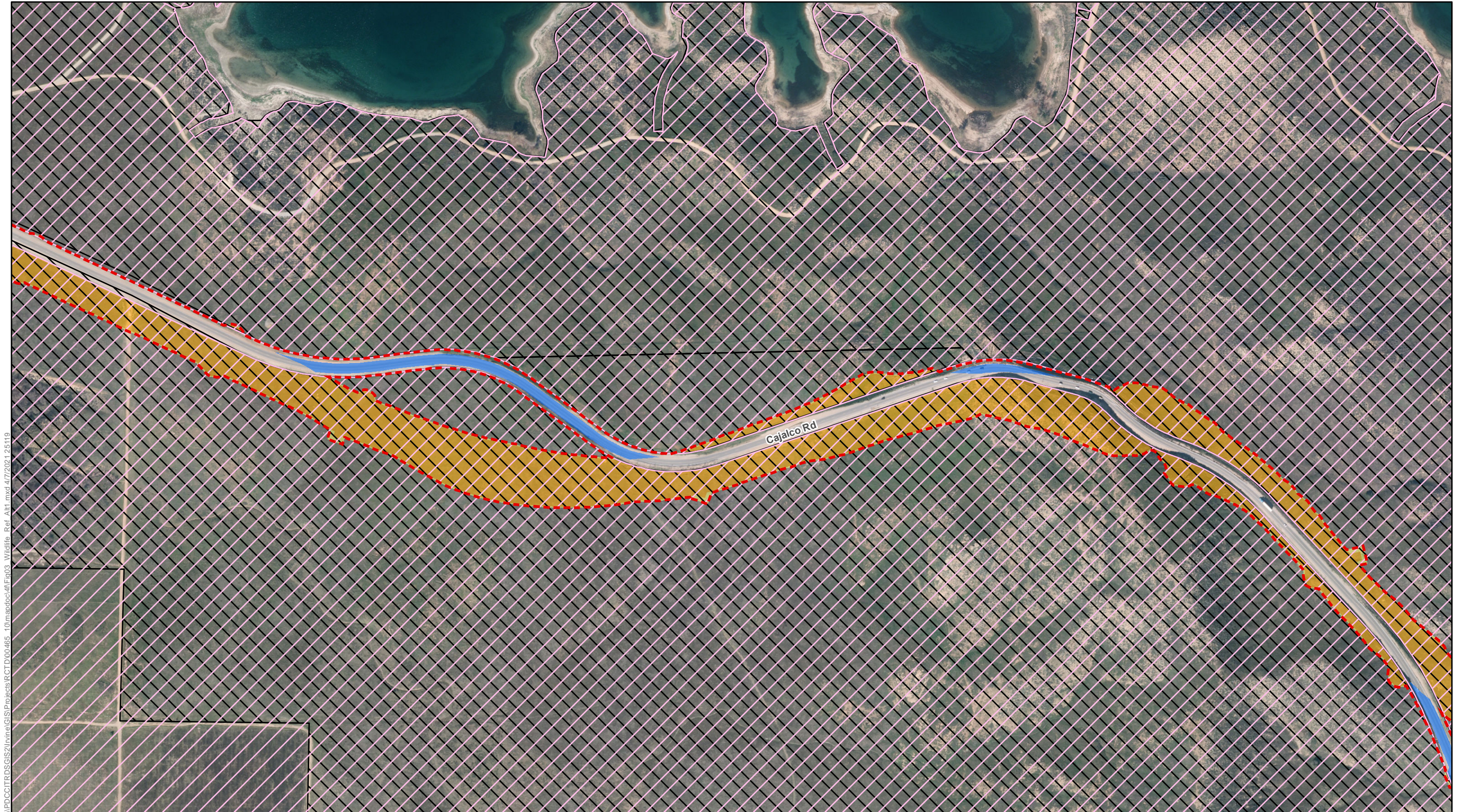
- Lake Mathews- Estelle Mountain Core Reserve
- Lake Mathews Multiple Species Reserve
- Build Alternative 1 Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

**Figure 3 - Sheet 2**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 1**  
**Cajalco Road Widening and Safety Enhancement Project**



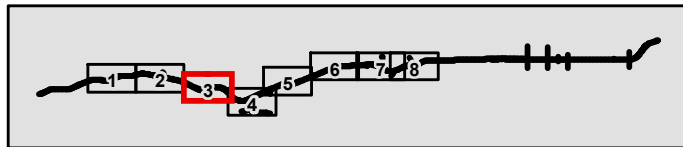
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Source: AECOM (2019); RCTD (2016)



- Lake Mathews- Estelle Mountain Core Reserve
- Lake Mathews Multiple Species Reserve
- Build Alternative 1 Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

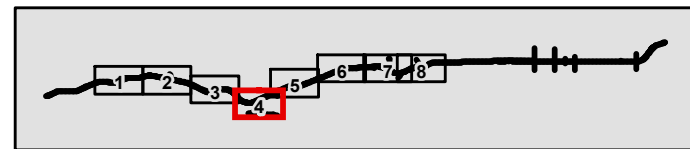
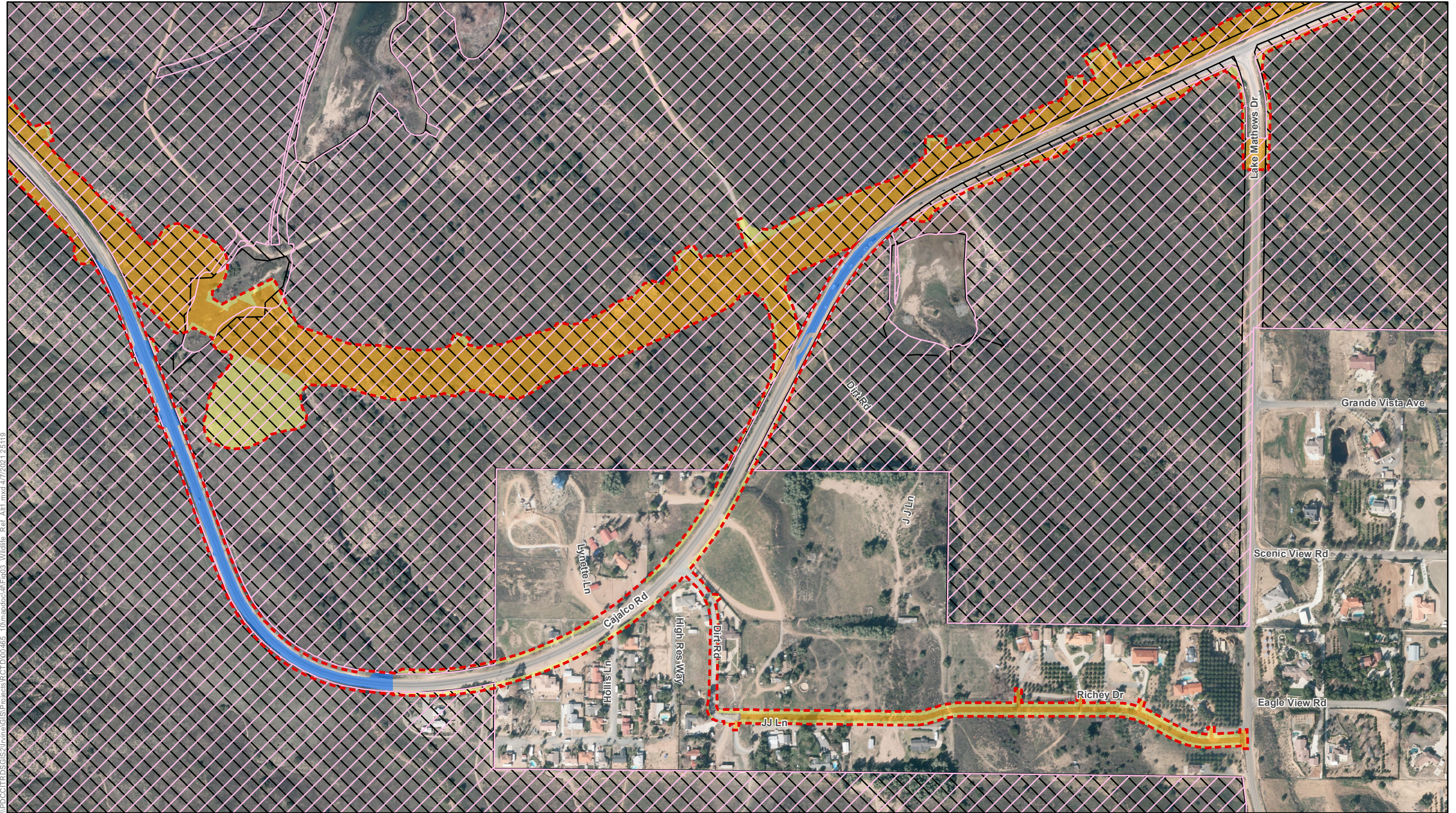
**Figure 3 - Sheet 3**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 1**  
**Cajalco Road Widening and Safety Enhancement Project**



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- Lake Mathews- Estelle Mountain Core Reserve
- Lake Mathews Multiple Species Reserve
- Build Alternative 1 Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

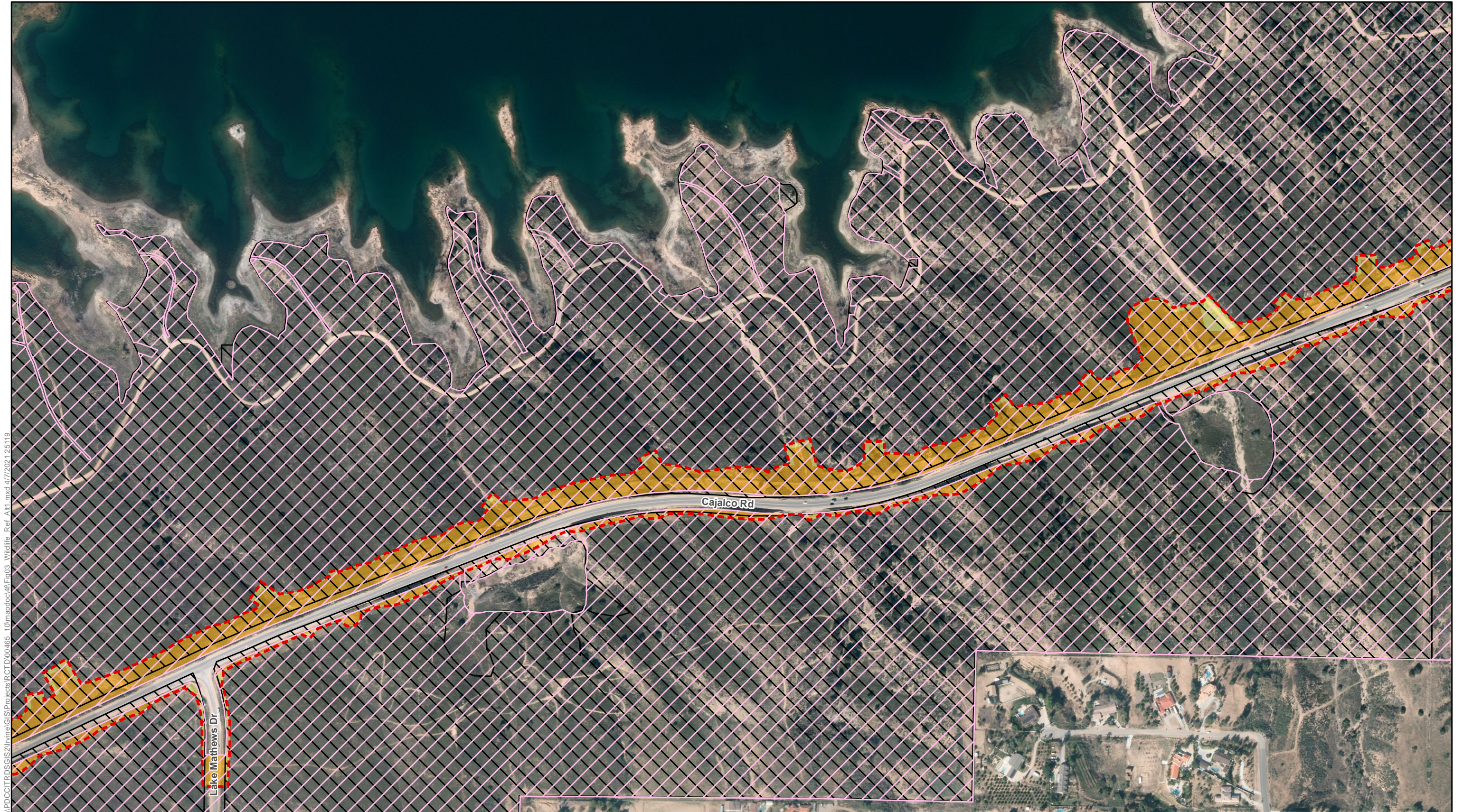
Source: AECOM (2019); RCTD (2016)

**Figure 3 - Sheet 4**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 1**  
**Cajalco Road Widening and Safety Enhancement Project**



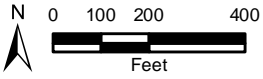
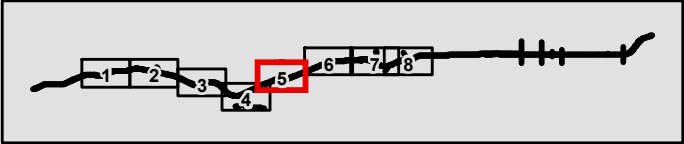
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Source: AECOM (2019); RCTD (2016)



- Lake Mathews- Estelle Mountain Core Reserve
- Lake Mathews Multiple Species Reserve
- Build Alternative 1 Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

**Figure 3 - Sheet 5**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 1**  
**Cajalco Road Widening and Safety Enhancement Project**



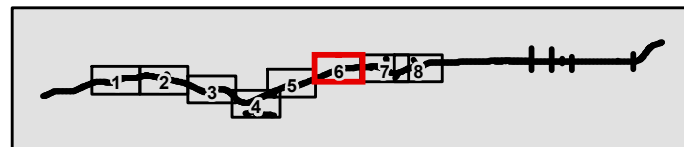
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Source: AECOM (2019); RCTD (2016)



- Lake Mathews- Estelle Mountain Core Reserve
- Lake Mathews Multiple Species Reserve
- Build Alternative 1 Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

**Figure 3 - Sheet 6**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 1**  
**Cajalco Road Widening and Safety Enhancement Project**



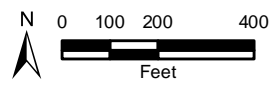
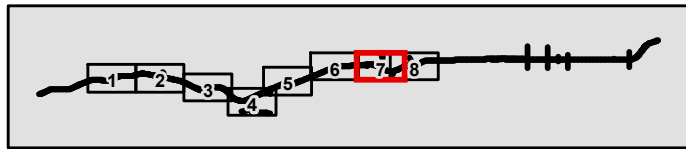
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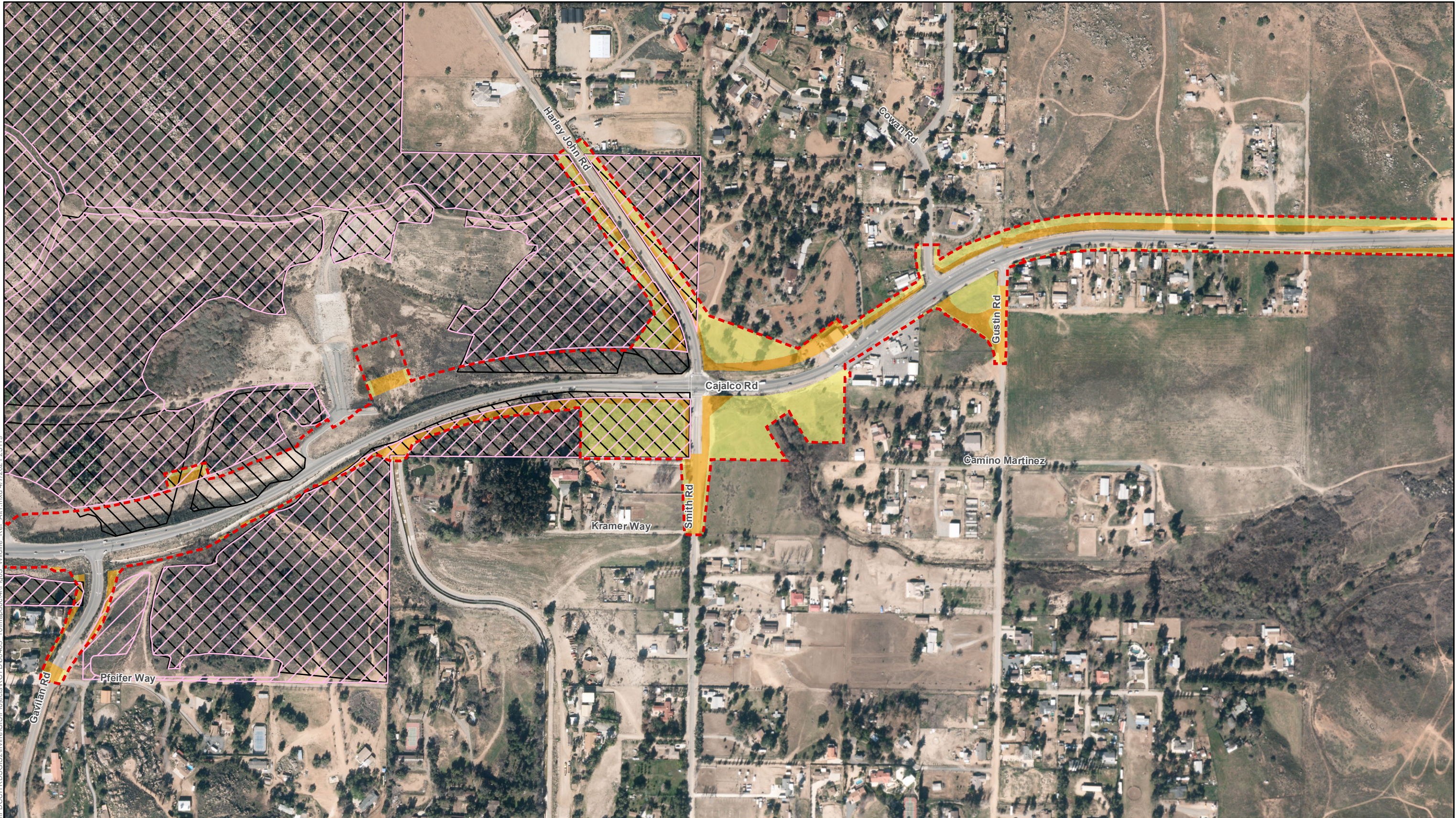
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- Build Alternative 1 Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

**Figure 3 - Sheet 7**  
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**Cajalco Road Widening and Safety Enhancement Project**



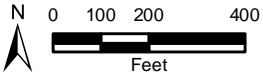
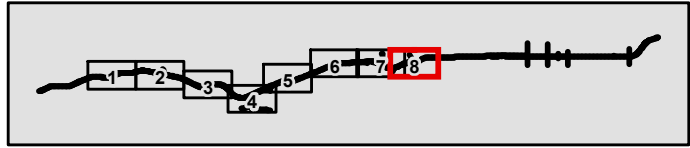
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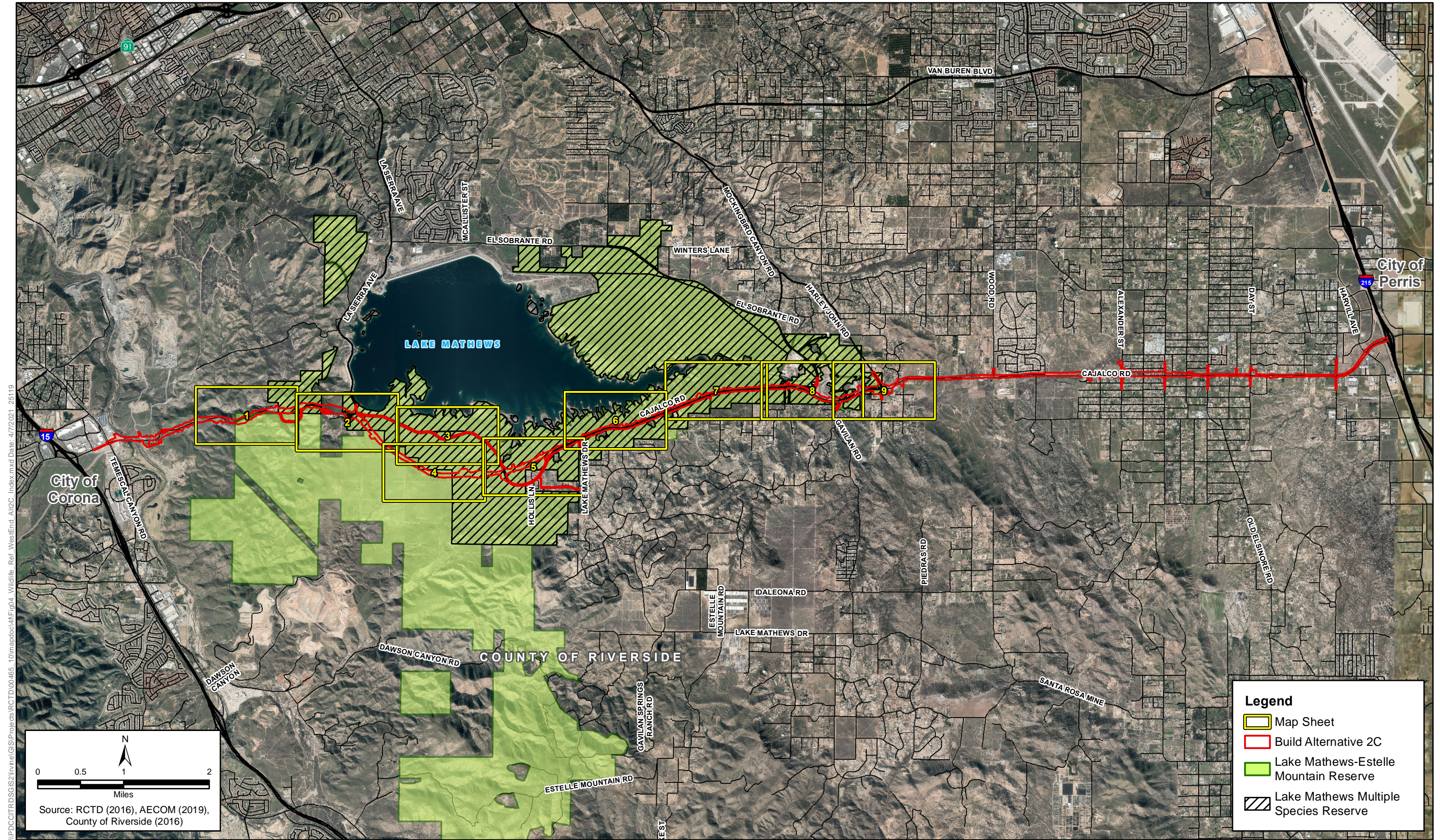
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- Lake Mathews Multiple Species Reserve
- Build Alternative 1 Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

**Figure 3 - Sheet 8**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 1**  
**Cajalco Road Widening and Safety Enhancement Project**



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**Figure 4 - Map Index**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 2C**  
**Cajalco Road Widening and Safety Enhancement Project**



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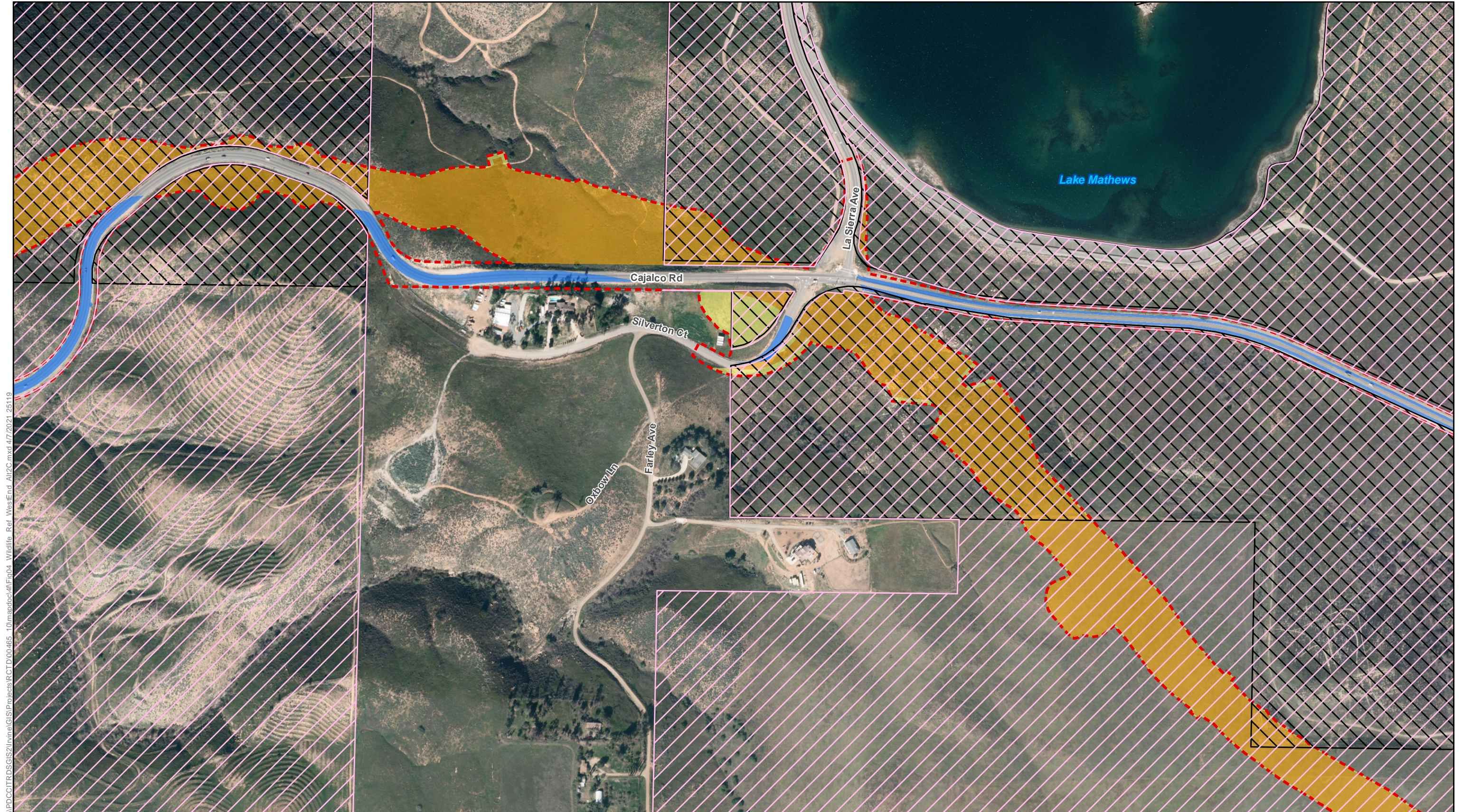






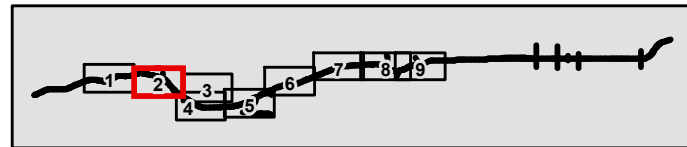
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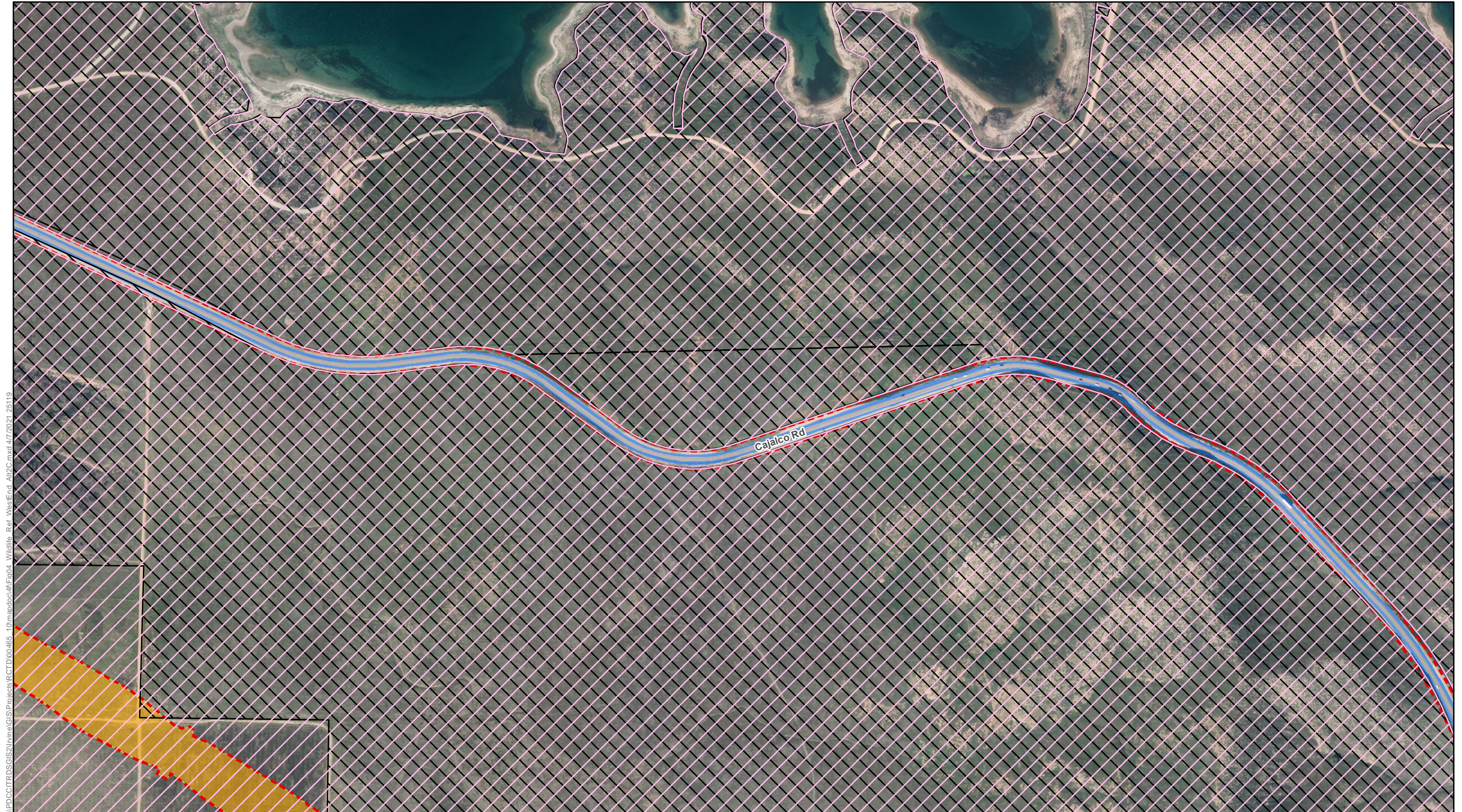
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- Lake Mathews Multiple Species Reserve
- Build Alternative 2C Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

**Figure 4 - Sheet 2**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 2C**  
**Cajalco Road Widening and Safety Enhancement Project**



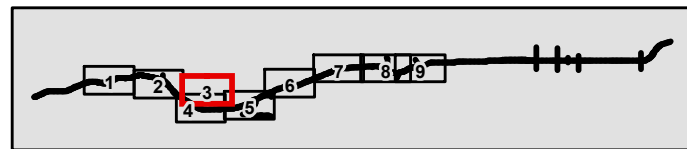
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- Lake Mathews Multiple Species Reserve
- Build Alternative 2C Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

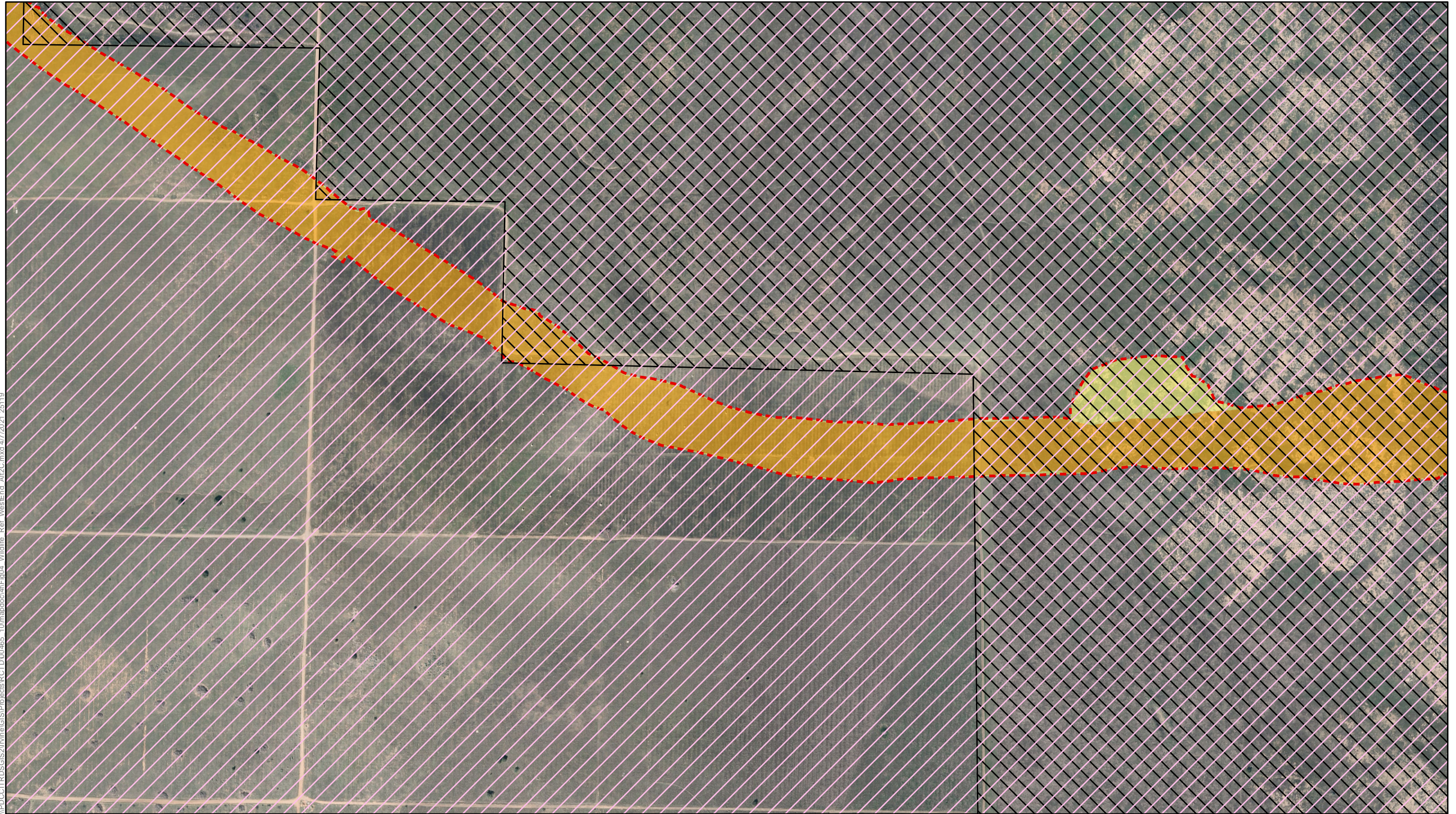
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**Cajalco Road Widening and Safety Enhancement Project**



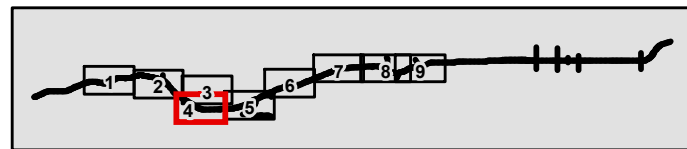
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



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Source: AECOM (2019); RCTD (2016)



-  Lake Mathews- Estelle Mountain Core Reserve
-  Lake Mathews Multiple Species Reserve
-  Build Alternative 2C Limits of Disturbance
-  Permanent Use
-  Temporary Use
-  Roadbed Removal

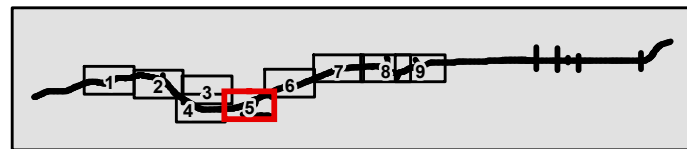
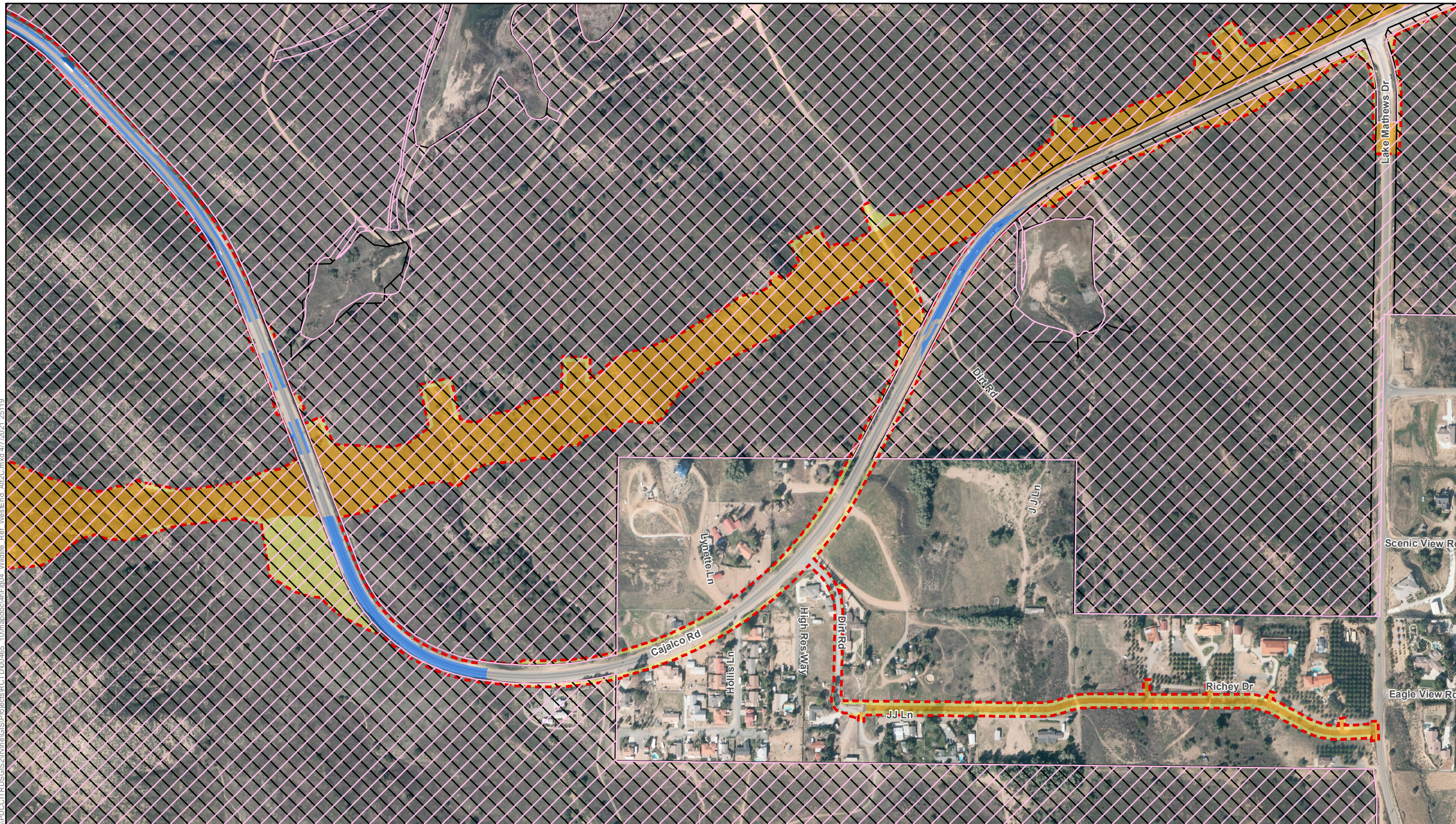
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**Wildlife Refuges Subject to 4(f) - Build Alternative 2C**  
**Cajalco Road Widening and Safety Enhancement Project**



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- Lake Mathews- Estelle Mountain Core Reserve
- Lake Mathews Multiple Species Reserve
- Build Alternative 2C Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

Source: AECOM (2019); RCTD (2016)

**Figure 4 - Sheet 5**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 2C**  
**Cajalco Road Widening and Safety Enhancement Project**

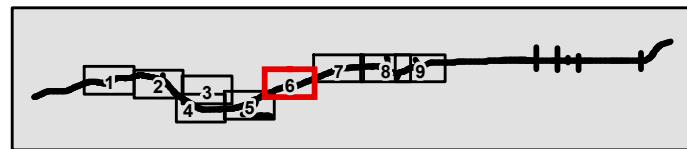


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- Lake Mathews- Estrella Mountain Core Reserve
- Lake Mathews Multiple Species Reserve
- Build Alternative 2C Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

Source: AECOM (2019); RCTD (2016)

**Figure 4 - Sheet 6**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 2C**  
**Cajalco Road Widening and Safety Enhancement Project**



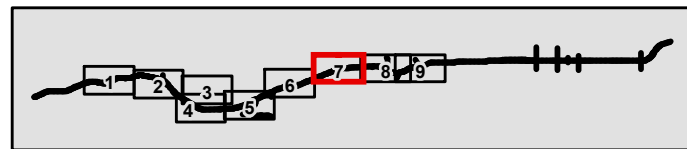
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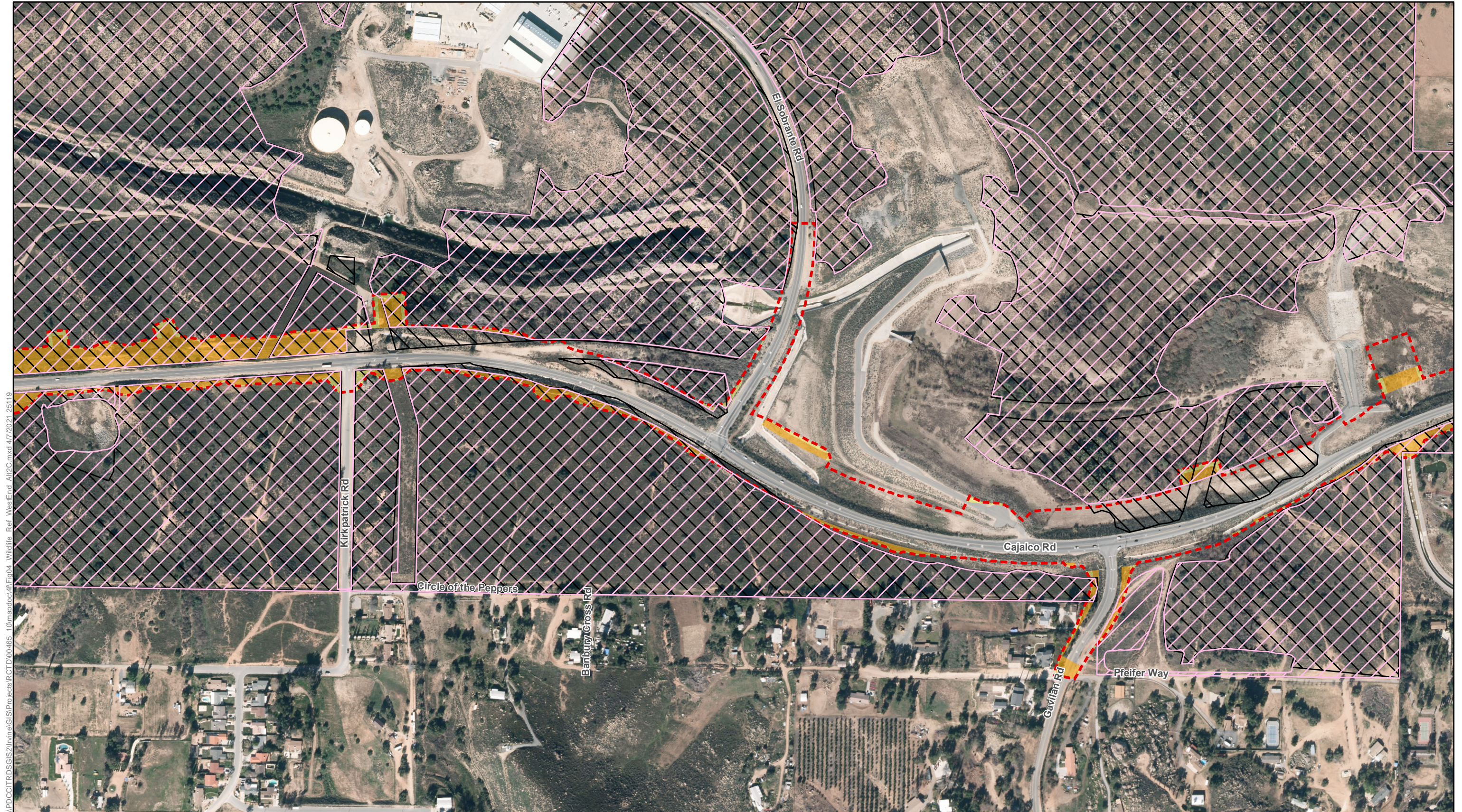
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- Roadbed Removal

**Figure 4 - Sheet 7**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 2C**  
**Cajalco Road Widening and Safety Enhancement Project**



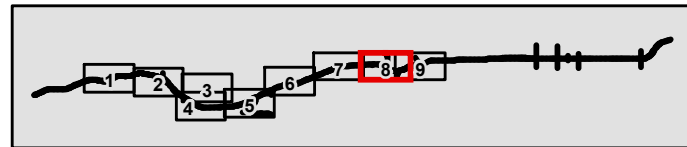
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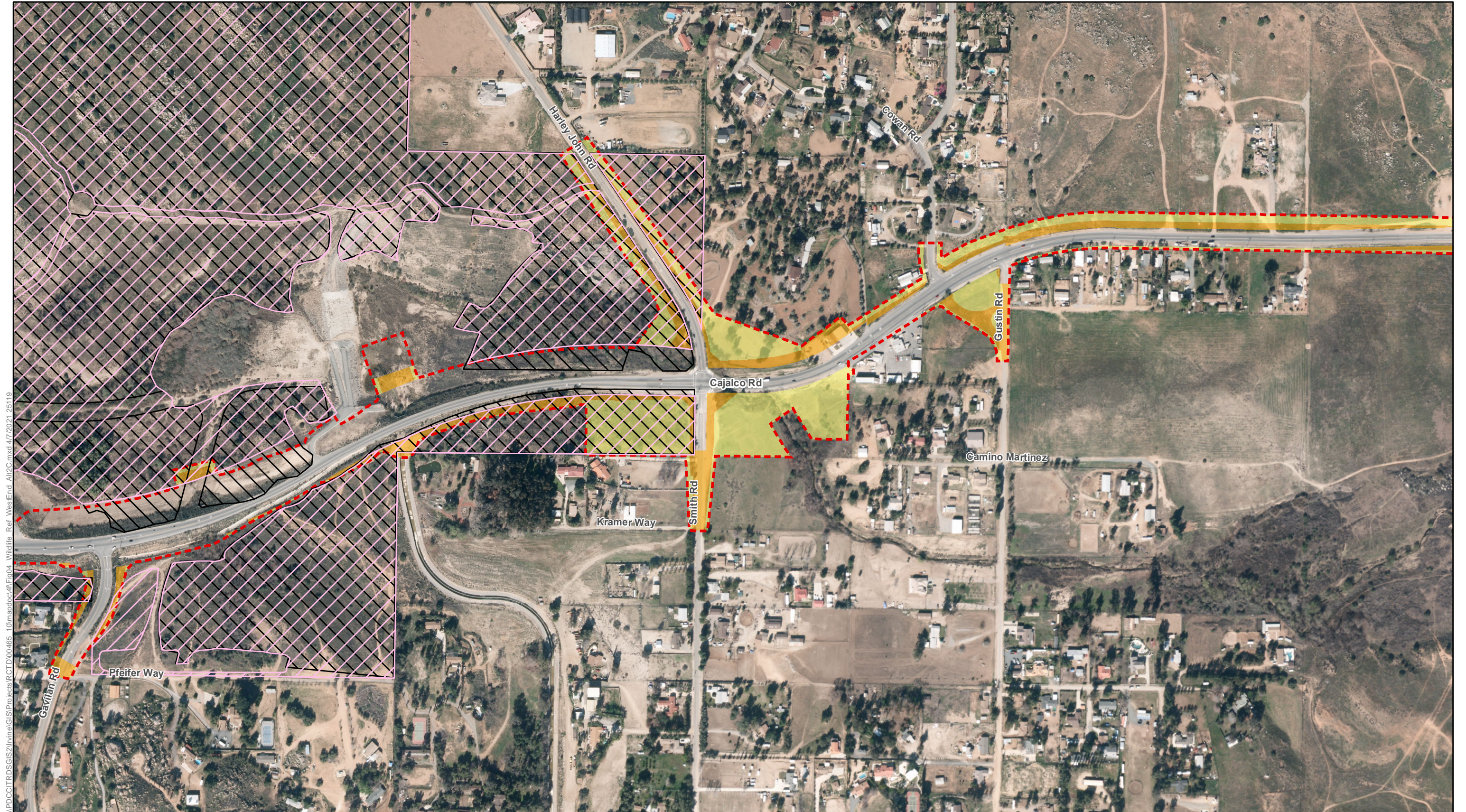
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- Lake Mathews Multiple Species Reserve
- Build Alternative 2C Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

**Figure 4 - Sheet 8**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 2C**  
**Cajalco Road Widening and Safety Enhancement Project**



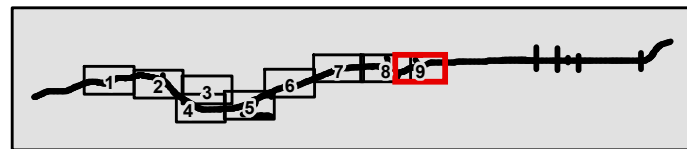
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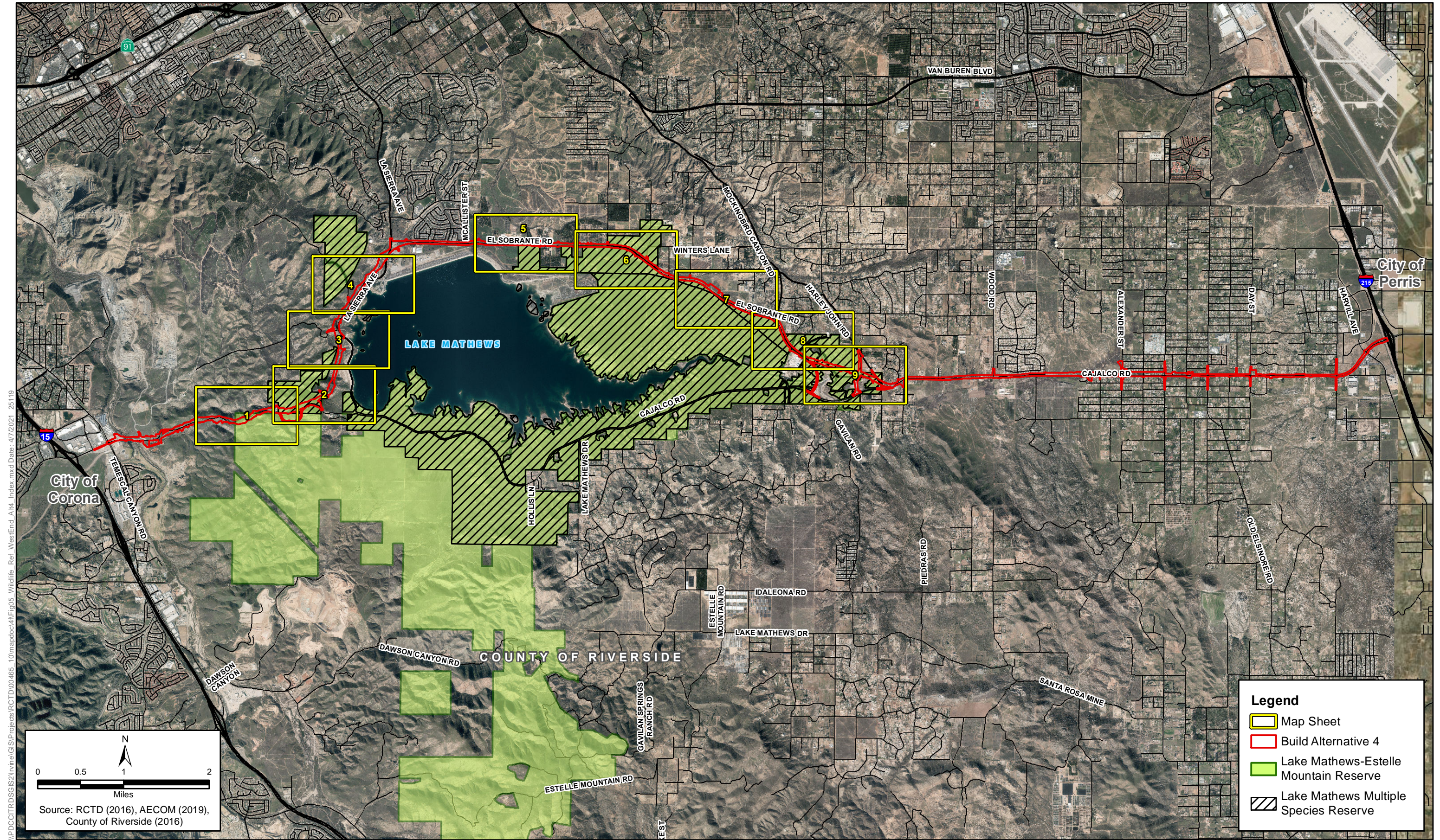
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- Build Alternative 2C Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

**Figure 4 - Sheet 9**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 2C**  
**Cajalco Road Widening and Safety Enhancement Project**



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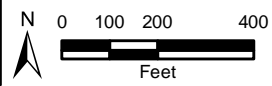
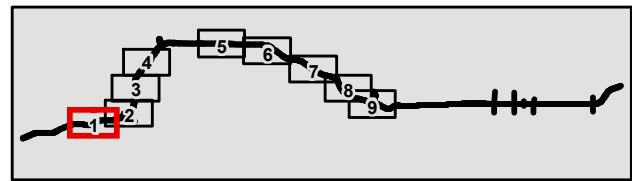
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**Cajalco Road Widening and Safety Enhancement Project**



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- Lake Mathews Multiple Species Reserve
- Build Alternative 4 Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

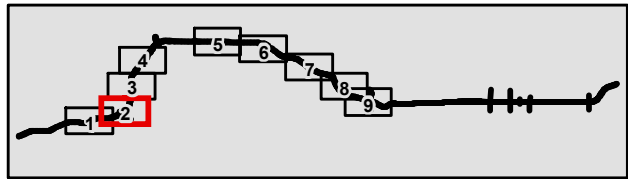
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**Figure 5 - Sheet 1**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 4**  
**Cajalco Road Widening and Safety Enhancement Project**



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- Lake Mathews- Estelle Mountain Core Reserve
- Lake Mathews Multiple Species Reserve
- Build Alternative 4 Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

Source: AECOM (2019); RCTD (2016)

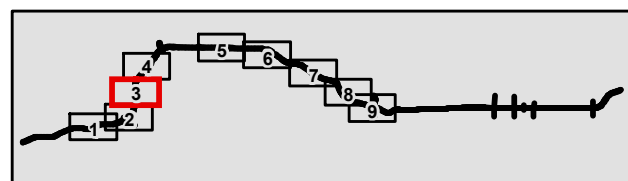
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


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-  Lake Mathews- Estelle Mountain Core Reserve
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-  Permanent Use
-  Temporary Use
-  Roadbed Removal

Source: AECOM (2019); RCTD (2016)

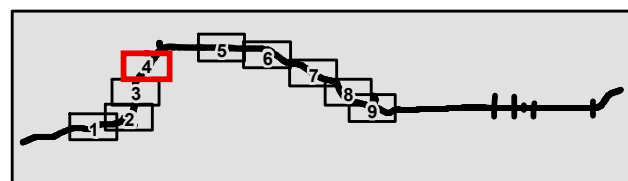
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**Cajalco Road Widening and Safety Enhancement Project**



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- Lake Mathews- Estelle Mountain Core Reserve
- Lake Mathews Multiple Species Reserve
- Build Alternative 4 Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

Source: AECOM (2019); RCTD (2016)

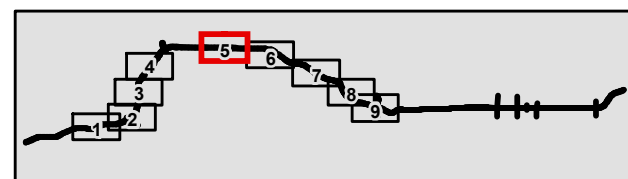
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**Wildlife Refuges Subject to 4(f) - Build Alternative 4**  
**Cajalco Road Widening and Safety Enhancement Project**



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- Lake Mathews- Estelle Mountain Core Reserve
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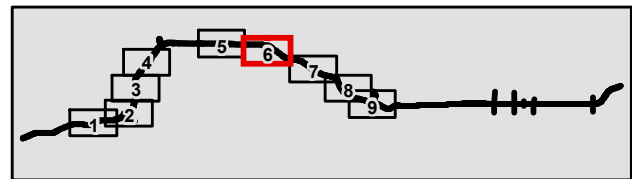
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**Cajalco Road Widening and Safety Enhancement Project**



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- Lake Mathews- Estelle Mountain Core Reserve
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- Permanent Use
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- Roadbed Removal

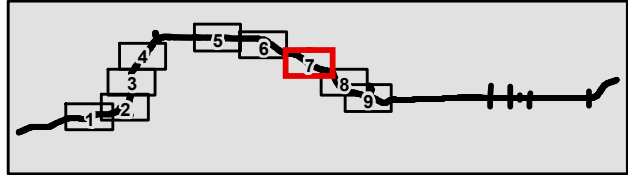
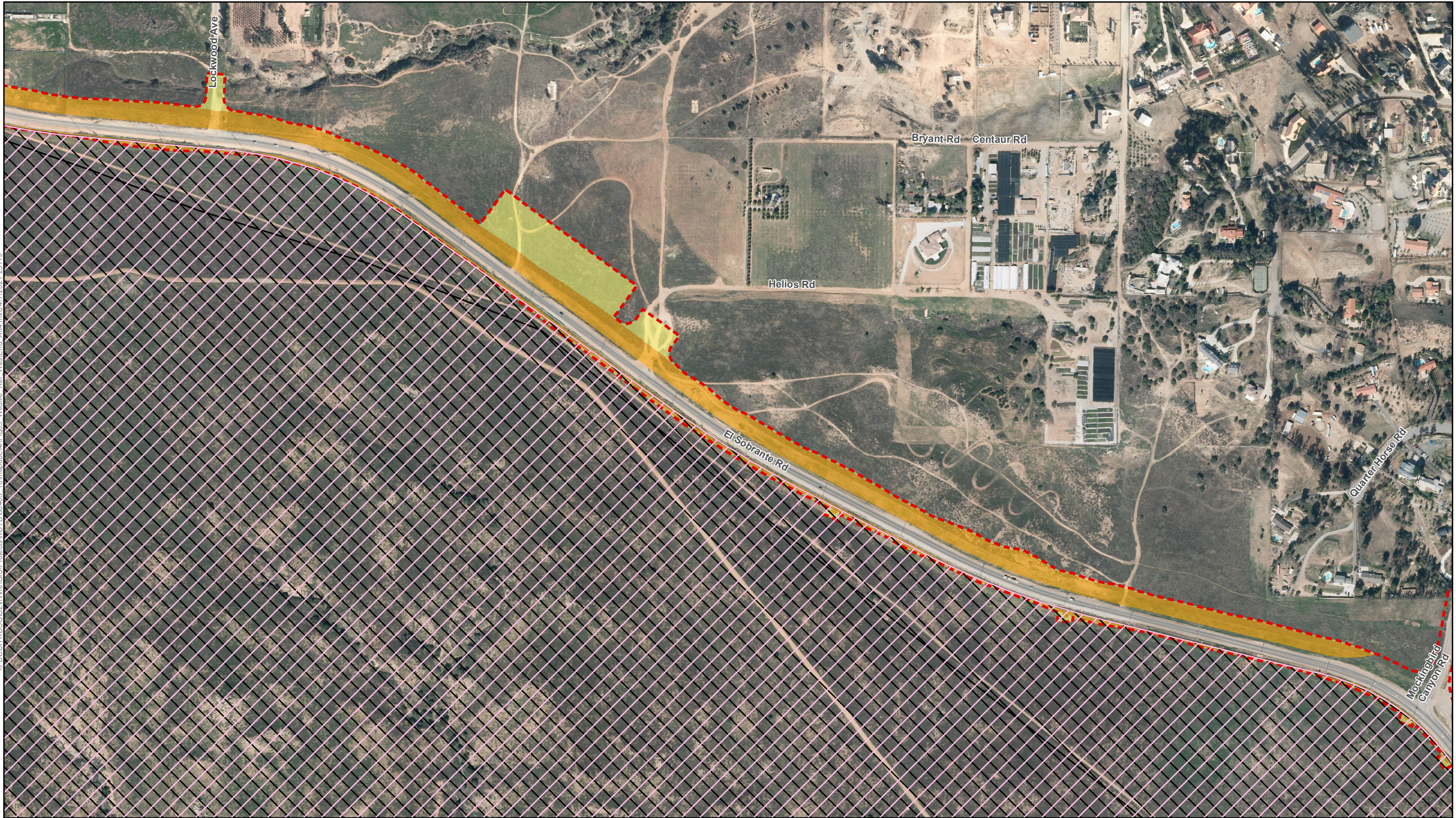
Source: AECOM (2019); RCTD (2016)

**Figure 5 - Sheet 6**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 4**  
**Cajalco Road Widening and Safety Enhancement Project**



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- Lake Mathews- Estelle Mountain Core Reserve
- Lake Mathews Multiple Species Reserve
- Build Alternative 4 Limits of Disturbance
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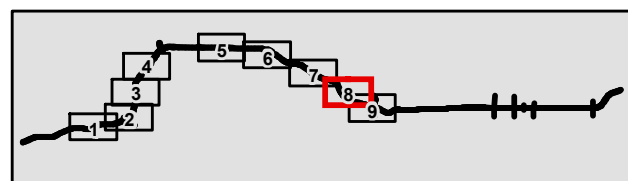
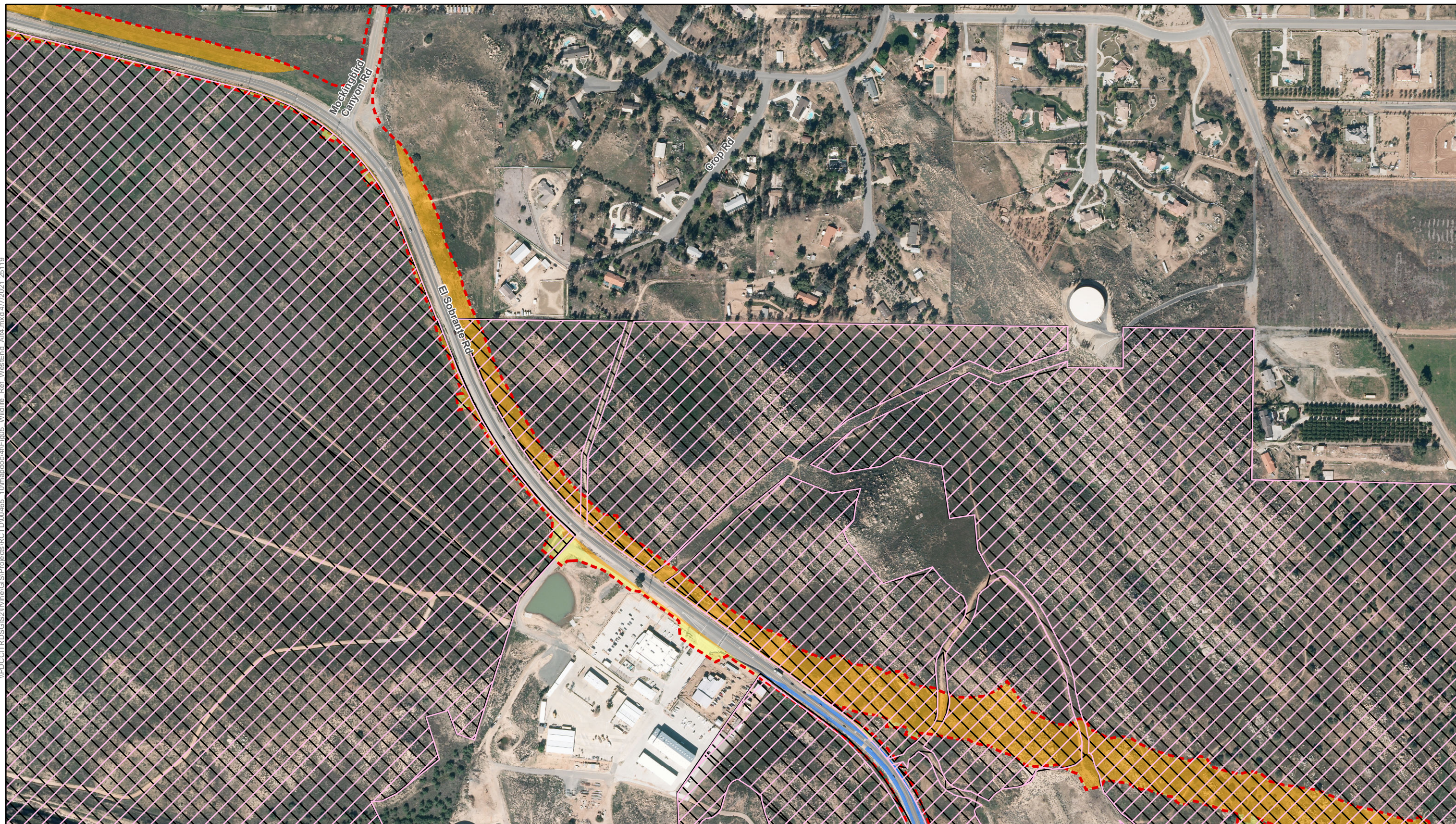
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**Cajalco Road Widening and Safety Enhancement Project**



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- Lake Mathews- Estelle Mountain Core Reserve
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Source: AECOM (2019); RCTD (2016)

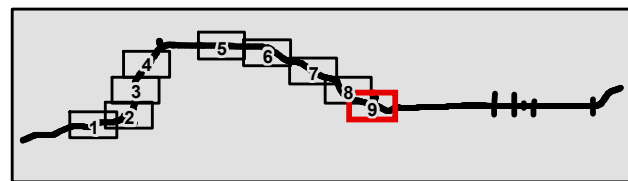
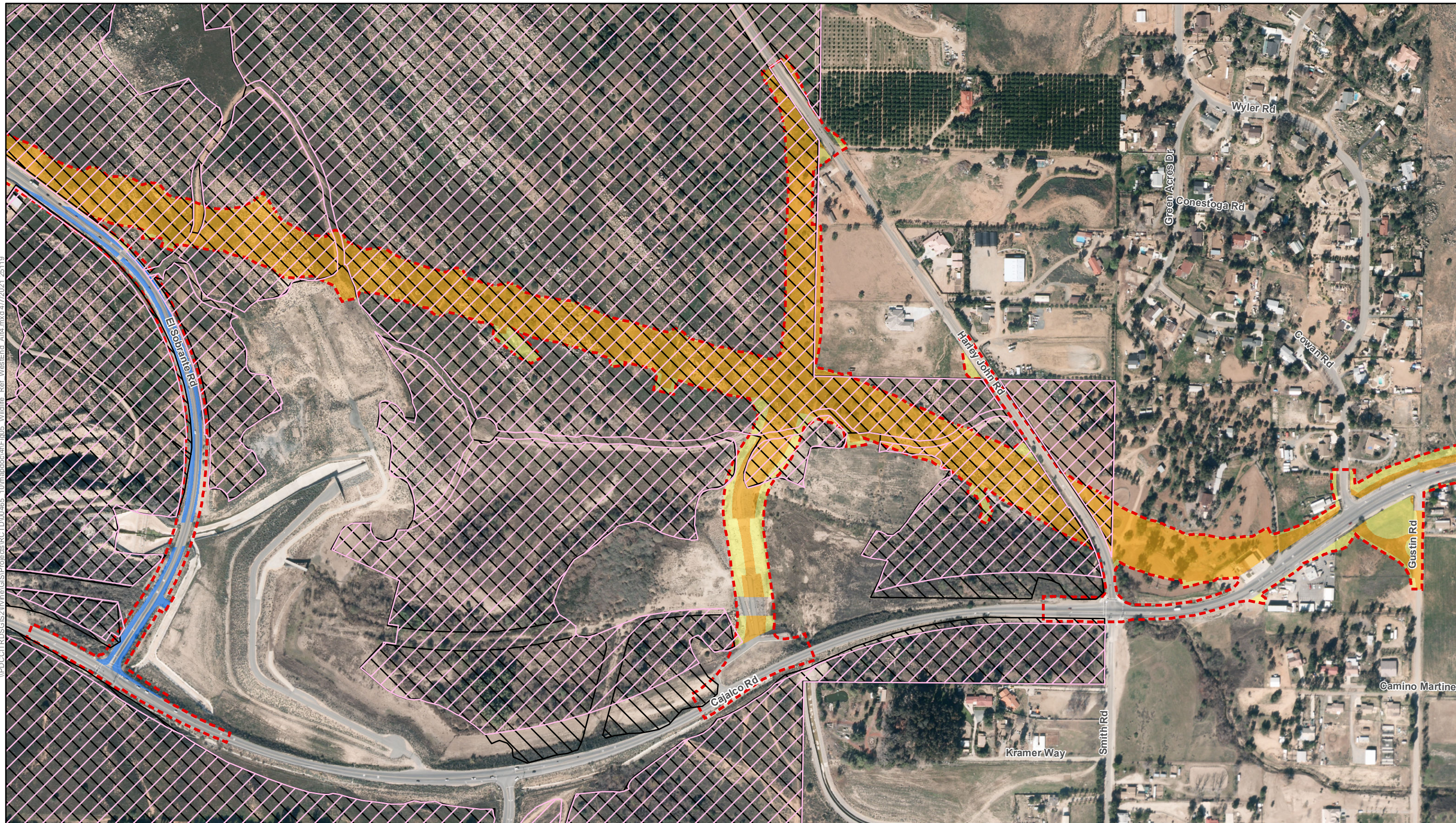
**Figure 5 - Sheet 8**  
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**Cajalco Road Widening and Safety Enhancement Project**



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- Lake Mathews- Estelle Mountain Core Reserve
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- Build Alternative 4 Limits of Disturbance
- Permanent Use
- Temporary Use
- Roadbed Removal

Source: AECOM (2019); RCTD (2016)

**Figure 5 - Sheet 9**  
**Wildlife Refuges Subject to 4(f) - Build Alternative 4**  
**Cajalco Road Widening and Safety Enhancement Project**



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## 7.2.2 Build Alternative 2C

### 7.2.2.1 Permanent Use

As indicated in Table 7-1, Build Alternative 2C would acquire 85.68 acres of right of way and require 62.4 acres for permanent roadway facility maintenance easement from the LM-EM Reserve. The acquisitions and easements would occur within the western two-thirds of the project alignment, from approximately 2 miles east of the intersection of Cajalco Road and Temescal Canyon Road to the intersection of Cajalco Road and Smith Road, as shown on Figure 4. The combined total acreage of acquisitions and easements would result in permanent incorporation of 148.08 acres from the LM-EM Reserve to transportation facility. The 148.08 acres represents approximately 1.22 percent of the refuge's pre-project total acreage. For an illustration of direct use through permanent incorporation under Build Alternative 2C, refer to Figure 4.

Of the total 148.08 acres that would be permanently incorporated, 118.13 acres contain SKR habitat that would be affected. Portions of the existing Cajalco Road and the road right of way would be removed during project construction and returned to natural topographic contours, decompacted to allow for plant establishment, and revegetated with natural vegetation. This is considered a beneficial impact and would create 9 acres of suitable habitat for SKR. The additional 9 acres of SKR habitat would partially offset the loss of 118.13 acres of SKR habitat, resulting in an impact on 109.13 acres of SKR habitat.

There is a potential for operation of the build alternatives to increase mortality of SKR through vehicle strikes of individuals attempting to cross the wider roadway. Maintenance activities along the roadway right of way are not expected to appreciably differ from existing operating conditions under the build alternatives. However, noise, dust, and fire risk under Build Alternative 2C within the LM-EM Reserve would increase and could also directly affect SKR during operations and maintenance. The existing roadway would continue to produce noise, dust, air pollution, and fire risk. The potential effects from operation and maintenance of the build alternatives would be minimized, however, with widened, paved roadway shoulders that would minimize dust and provide greater distance between traffic and adjacent sensitive, vegetated habitat areas. In addition, approximately 71 wildlife crossings and fencing have been incorporated into the project design throughout areas of the SKR Core Reserve within the project limits. The wildlife crossings, and fencing that would support the facilitation of wildlife use of the crossings and deter surface roadway crossings, would be designed to meet or exceed WRC MSHCP guidelines. Monitoring and Maintenance would ensure the continued viability and function of the wildlife crossings (see Measure BIO-19).

Measures listed in Section 7.3, *Measures to Minimize Harm to Lake Mathews-Estelle Mountain Core Reserve*, would further reduce impacts on SKR habitat.

The LM-EM Reserve requires advance coordination for limited public access and is not anticipated to be interrupted or otherwise changed as a result of the project. Agency access would be maintained during project construction and operation.



### **7.2.2.2 Temporary Use**

As indicated in Table 7-2, Build Alternative 2C would temporarily use 25.59 acres for temporary storage and staging locations for construction equipment, and access for construction vehicles and equipment, during construction of Build Alternative 2C. Of the 25.59 acres, 18.22 acres contain SKR habitat that would be temporarily affected. Construction activities within and adjacent to LM-EM Reserve lands would be temporary in duration and restricted to occur only during non-breeding seasons.

No permanent adverse impacts on SKR, the LM-EM Reserve, or protected features or characteristics; or permanent interference with the management or purpose of the LM-EM Reserve would be anticipated. Following construction, the 25.59 acres temporarily occupied during construction would be restored to pre-project conditions, consistent with the measures listed in Section 7.3. Due to temporary interference to 18.22 acres of SKR habitat, however, all five conditions of 23 CFR Section 774.13(d) that would qualify the temporary activities of the project for temporary occupancy would not be met and a temporary use would occur.

Agreement regarding the above conditions related to temporary use of 25.59 acres of the LM-EM Reserve under Build Alternative 2C will be documented through the formal Section 4(f) consultation process with MWD and RCHCA following public review of this Section 4(f) documentation.

## **7.2.3 Build Alternative 4**

### **7.2.3.1 Permanent Use**

As indicated in Table 7-1, Build Alternative 4 would acquire 35.88 acres of right of way and require 26.63 acres for permanent roadway facility maintenance easement from the LM-EM Reserve. The acquisitions and easements would occur within the western two-thirds of the project alignment, from approximately 2 miles east of the intersection of Cajalco Road and Temescal Canyon Road to the intersection of Cajalco Road and Smith Road, as shown on Figure 5. The combined total acreage of acquisitions and easements would result in permanent incorporation of 62.51 acres from the LM-EM Reserve to transportation facility. The 62.51 acres represents approximately 0.51 percent of the refuge's pre-project total acreage. For an illustration of direct use through permanent incorporation under Build Alternative 4, refer to Figure 5.

Of the total 62.51 acres that would be permanently incorporated, 48.98 acres contain SKR habitat that would be affected. Portions of the existing Cajalco Road and the road right of way would be removed during project construction and returned to natural topographic contours, decompacted to allow for plant establishment, and revegetated with natural vegetation. This is considered a beneficial impact and would create 3.3 acres of suitable habitat for SKR. The additional 3.3 acres of SKR habitat would partially offset the loss of 48.98 acres of SKR habitat, resulting in an impact on 45.68 acres of SKR habitat.

There is a potential for operation of the build alternatives to increase mortality of SKR through vehicle strikes of individuals attempting to cross the wider roadway. Maintenance activities along the roadway right of way are not expected to appreciably differ from existing operating conditions under the build alternatives. The existing roadway would continue to produce noise, dust, air pollution, and fire risk. The potential effects from operation and maintenance of the



build alternatives would be minimized, however, with widened, paved roadway shoulders that would minimize dust and provide greater distance between traffic and adjacent sensitive, vegetated habitat areas. In addition, approximately 51 wildlife crossings and fencing have been incorporated into the project design throughout areas of the SKR Core Reserve within the project limits. The wildlife crossings, and fencing that would support the facilitation of wildlife use of the crossings and deter surface roadway crossings, would be designed to meet or exceed WRC MSHCP guidelines. Monitoring and maintenance would ensure the continued viability and function of the wildlife crossings (see Measure BIO-19).

Measures listed in Section 7.3, *Measures to Minimize Harm to Lake Mathews-Estelle Mountain Core Reserve*, would further reduce impacts on SKR habitat.

The LM-EM Reserve requires advance coordination for limited public access and is not anticipated to be interrupted or otherwise changed as a result of the project. Agency access would be maintained during project construction and operation.

### **7.2.3.2 Temporary Use**

As indicated in Table 7-2, Build Alternative 4 would temporarily use 8.3 acres for temporary storage and staging locations for construction equipment, and access for construction vehicles and equipment, during construction of Build Alternative 4. Of the 8.3 acres, 6.46 acres contain SKR habitat that would be temporarily affected. Construction activities within and adjacent to LM-EM Reserve lands would be temporary in duration and restricted to occur only during non-breeding seasons.

Following construction, the 8.3 acres temporarily occupied during construction would be restored to pre-project conditions, consistent with the measures listed in Section 7.3. No permanent adverse impacts on SKR, the LM-EM Reserve, or protected features or characteristics; or permanent interference with the management or purpose of the LM-EM Reserve would be anticipated. Due to temporary interference to 6.46 acres of SKR habitat, however, all five conditions of 23 CFR Section 774.13(d) that would qualify the temporary activities of the project for temporary occupancy would not be met and a temporary use would occur.

Agreement regarding the above conditions related to temporary use of 8.3 acres of the LM-EM Reserve under Build Alternative 4 will be documented through the formal Section 4(f) consultation process with MWD and RCHCA following public review of the Draft EIR/EIS with Section 4(f).

### **7.2.4 Constructive Use Analysis**

Table 7-3 summarizes the anticipated effects on the LM-EM Reserve under each of the three build alternatives. The potential for proximity impacts and indirect effects on the protected activities, features, and attributes of the LM-EM Reserve under all three build alternatives is discussed further below.



#### **7.2.4.1 Accessibility**

LM-EM Reserve requires advance coordination for limited public access and is not anticipated to be interrupted or otherwise changed as a result of the project. Agency access to LM-EM Reserve lands would be maintained at all times during construction and operation of all three build alternatives. Therefore, no impacts on accessibility would occur as a result of construction or operation of any of the three build alternatives.

#### **7.2.4.2 Visual**

Visual impacts during construction would be typical of roadway construction projects, including construction fencing, construction equipment, material stockpiles, and vegetation removal, which would collectively temporarily disturb the landscape aesthetic of the affected refuge. Lighted construction areas could affect nocturnal activities, including foraging, decreasing reproductive success, or altering territories. In addition, artificial lighting at night may increase predation risk by allowing predators, such as owls, to hunt more efficiently. However, the main visual impacts would be caused by construction of the proposed build alternatives, and these would not constitute a constructive use, as construction activities would be temporary in nature and the project areas disturbed would be restored to pre-project conditions. Any permanent lighting additions would be limited to safety lighting at intersections. Further, measures to ensure that project light and glare would not result in adverse, indirect visual effects are proposed in Section 7.3, *Measures to Minimize Harm to Lake Mathews-Estelle Mountain Reserve*.

#### **7.2.4.3 Air Quality**

Indirect air quality impacts as a result of the build alternatives are not expected to result in a constructive use of the affected refuge. As detailed in the *Air Quality Study Report* (Caltrans 2017) prepared for this project, although construction emissions would result from grubbing/land clearing, grading/excavation, drainage/subgrade construction, paving, and the commuting patterns of construction workers, the emissions would be temporary and the contractor would comply with all air pollution control ordinances and statutes that apply to any work performed pursuant to the contract. Air quality during operation of the build alternatives would be worsened due to the increase in traffic volumes. However, the build alternatives are not expected to result in exceedances of either the National Ambient Air Quality Standards or California Ambient Air Quality Standards related to carbon monoxide, would not be considered a “project of air quality concern,” as defined by 40 CFR 93.123, and do not have potential for meaningful mobile-source air toxics emissions effects and are not linked with any special mobile-source air toxics concern. The incremental increase in air quality impacts during construction and once the proposed project is in operation would not inhibit the function of the existing refuge. As such, the build alternatives would not result in a Section 4(f) constructive use of the refuge due to air quality impacts.

#### **7.2.4.4 Noise and Vibration**

The LM-EM Reserve lands are currently subject to indirect noise impacts due to their proximity to Cajalco Road, La Sierra Avenue, and El Sobrante Road. Existing modeled noise levels within areas of the LM-EM Reserve that would not be subject to permanent or temporary uses currently range between 44 and 65 dBA, depending on proximity to the existing roadways. Activities



associated with construction of the project, including disturbance from noise or vibrations, may result in temporary disruption of SKR behavior. Predicted noise levels within these areas of the LM-EM Reserve under the build alternatives would range between 36 and 69 dBA. If construction occurs during the breeding season, it could disturb breeding behavior, resulting in negative impacts on reproduction. The project includes measures designed to minimize the exposure of sensitive land uses to noise levels predicted to meet or exceed FHWA NAC of 67 dBA for Section 4(f) sites. Refer to Section 7.3, *Measures to Minimize Harm to Lake Mathews-Estelle Mountain Core Reserve*. The incremental increase in noise once the build alternatives are in operation would not inhibit the function of the existing refuge that is already subject to noise. As such, the build alternatives would not result in a Section 4(f) constructive use of the refuge due to indirect noise impacts.

Vibration impacts as a result of the build alternatives would not result in a constructive use of any of the refuge. Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance from the piece of construction equipment. These impacts would be short term and would not inhibit the function of the refuge with the incorporation of measures that would control and minimize the amount of vibration exposed to surrounding areas during construction. Refer to Section 7.3, *Measures to Minimize Harm to Lake Mathews-Estelle Mountain Core Reserve*. During operation of the build alternatives, ground-borne vibration impacts are not anticipated beyond the impacts currently experienced as a result of vehicles traveling through the study area. Therefore, there would be no vibration impacts at the refuge that would result in a Section 4(f) constructive use.

#### **7.2.4.5 Vegetation and Wildlife**

All three build alternatives would result in impacts on vegetation and wildlife communities within the LM-EM Reserve (refer to Table 7-3 for specific acreages for each build alternative). Impacts from any of the build alternatives on the LM-EM Reserve would permanently remove lands needed to fulfill the conservation goals described in the SKR HCP and LM MSHCP. Therefore, replacement lands would need to be acquired and an adjustment to the SKR HCP, and likely the LM MSHCP, would be necessary, along with federal Endangered Species Act, California Endangered Species Act, and Natural Community Conservation Plan permits and agreements. Replacement lands would be beneficial to the vegetation and wildlife communities within the LM-EM Reserve, and therefore would not result in adverse indirect effects.

Each of the three build alternatives would remove the existing asphalt or roadbed along portions of the existing Cajalco Road alignment, and restore the land to the natural topography and vegetation. This impact would be permanent and beneficial for vegetation and wildlife. The areas where roadbed removal would occur are not currently within existing reserve lands; however, these areas would be added to reserve lands and be beneficial for those reserve areas. Within portions of the roadbed removal areas, a 20-foot dirt road would remain for MWD use and reserve access.

The potential for proximity impacts and indirect effects on areas of the LM-EM Reserve located adjacent to the project as a result of project operations would not differ appreciably from the existing conditions as the project alignment would not deviate from an existing operating roadway



in most locations. For those locations within the LM-EM Reserve where roadway realignments are proposed, the potential for proximity impacts and indirect effects on vegetation and wildlife related to roadway operations was evaluated, including: increased risk of fire and litter; increased noise and light from traffic; erosion, siltation, sedimentation, and runoff; habitat fragmentation; and introduction of invasive plant species. The widened, paved roadway shoulders proposed by the project would minimize dust and provide greater distance between traffic and adjacent sensitive, vegetated habitat areas. The project also proposes the addition of wildlife crossings, as well as fencing to guide the use of crossings and deter wildlife from entering the roadway, throughout areas of the SKR Core Reserve within the project limits. These crossings and fencing would be designed to meet or exceed WRC MSHCP guidelines. Monitoring and maintenance would ensure the continued viability and function of the wildlife crossings (see Measure BIO-19).

With the above project features and implementation of measures described in the *Natural Environment Study* and listed in Section 7.3, *Measures to Minimize Harm to Lake Mathews-Estelle Mountain Reserve*, permanent impacts on vegetation and wildlife, including wildlife movement and habitat connectivity throughout the project area, would be avoided, minimized, or otherwise mitigated.

Temporary indirect effects are those secondary effects that would only occur during construction-related activities and could temporarily alter plant growth, survival, dispersal, or germination; fragment habitat; alter hydrology; result in water or soil contamination; or increase litter and pest attractiveness. The potential temporary indirect effects include increased risk of fire, chemical spills during construction, increased dust levels, risk of introduction of invasive plant species, and increased trash, each of which can contribute to a temporary degradation of habitat and water quality. Construction activities performed during day or night could also alter behavior of wildlife moving through the landscape. Avoidance and minimization measures described in the *Natural Environment Study* and listed in Section 7.3, *Measures to Minimize Harm to Lake Mathews-Estelle Mountain Reserve*, would ensure that potential indirect effects from project construction are reduced or eliminated.

With implementation of the avoidance and minimization measures and best management practices, and in consideration of the small percentage of the total refuge acreage affected by the project, a Section 4(f) constructive use would not occur at this refuge for vegetation and wildlife impacts. As such, although there would be vegetation and wildlife impacts at the refuge, they would not be so extreme as to result in a Section 4(f) constructive use.

#### **7.2.4.6 Water Quality**

The proposed project is located within the Santa Ana River Region Watershed (hydrologic basin). The project site is within the Santa Ana River (801.00) and San Jacinto Valley (802.00) Hydrologic Units. Nearby and adjacent surface waters include Cajalco Creek, Temescal Wash, Lake Mathews, Arlington Channel, and Perris Valley Channel. Existing water quality conditions in the project area are good as indicated by the fact that Temescal Wash (Reach 2), Lake Mathews, and Cajalco Creek and its tributaries are not listed on the Clean Water Act 303(d) list as Impaired Water Bodies for any pollutant within the Santa Ana Region Watershed. Likewise, there are no Total Maximum Daily Loads that relate to the project site.



Operation of the proposed project would not require the use of water supplies and, therefore, would have no impact on beneficial uses of the receiving waters related to municipal and domestic, warm freshwater habitat, and wildlife habitat uses.

The project could result in short-term, temporary construction impacts on water quality related to pavement breaking, grading, establishment and use of construction staging areas, and other soil-disturbing construction activities during project construction. Potential pollutant sources include construction materials and equipment, such as vehicle fluids; concrete and masonry products; landscaping and other products; and contaminated soils.

Similarly, operation of the build alternatives also has the potential to affect water quality. Potential pollutant sources associated with operation include motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care. However, with implementation of the minimization measures listed in Section 7.3, *Measures to Minimize Harm to Lake Mathews-Estelle Mountain Reserve*, short- and long-term water quality impacts associated with the build alternatives would not impair water quality such that the activities, features, and/or attributes that qualify the refuge for protection under Section 4(f) would be substantially affected.

#### **7.2.4.7 Draft Constructive Use Analysis Conclusion**

As described above, the proximity impacts of the build alternatives would not be so severe that they substantially impair the activities, features, and attributes that qualify the property for Section 4(f) protection. Therefore, Build Alternatives 1, 2C, and 4 would not result in a constructive use of the LM-EM Reserve.

Formal consultation with MWD and RCHCA to confirm the findings of this Section 4(f) analysis, including *de minimis* finding for the LM-EM Reserve, will occur following public review of this Section 4(f) documentation. Thereafter, correspondence with the official with jurisdiction over LM-EM Reserve lands will be added to Attachment A of this Section 4(f) appendix.

### **7.3 Measures to Minimize Harm to Lake Mathews-Estelle Mountain Core Reserve**

Measures that minimize harm to the LM-EM Reserve include those that avoid, minimize, rectify, or compensate for impacts on the protected activities, features, and attributes of the LM-EM Reserve as a result of direct use. The measures listed in Table 7-4 below would avoid, minimize, rectify, and compensate for impacts on suitable SKR habitat, protective fencing, and reserve management and maintenance activities.



**Table 7-4. Measures to Minimize Harm to LM-EM Reserve**

<b>Measure #</b>	<b>Avoidance, Minimization, and Mitigation Measures</b>
<b>BIO-1</b>	<p>Seasonal Vegetation Clearing Restrictions (NC-1 [NES BIO-1])</p> <p>Clearing of natural vegetation (including sage scrub) will be performed outside of the active breeding season for birds, as defined in the Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) (March 1 through June 30) (WRC MSHCP Volume I, Section 7.5.3), except for Riversidian sage scrub habitat judged to be potentially suitable and/or occupied by coastal California gnatcatcher and located within WRC MSHCP Criteria Areas and Public/Quasi-Public (PQP) lands. For these areas, the habitat removal restriction is extended from June 30 to August 15. In addition, for riparian-riverine vegetation occupied by least Bell's vireo, vegetation removal restrictions occur through September 15.</p>
<b>BIO-2</b>	<p>Watering for dust control (NC-2 [NES BIO-2])</p> <p>Active construction areas will be watered regularly to control dust and thus minimize impacts on adjacent vegetation (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3).</p>
<b>BIO-3</b>	<p>Use of appropriate firefighting equipment for construction-caused wildfires. Educate personnel on fire hazards and fire risk (NC-3 [NES BIO-3])</p> <p>When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to any natural vegetation communities, appropriate firefighting equipment (e.g., extinguishers, shovels, water tankers) will be available on the project site during all phases of project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventative methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires will advise contractors regarding fire risk from all construction-related activities (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3).</p>
<b>BIO-4</b>	<p>Biological resource training for construction personnel (NC-4 [NES BIO-4])</p> <p>A qualified biologist will prepare and present an environmental training program for project and construction personnel (Western Riverside County Multiple Species Habitat Conservation Plan [WRC MSHCP] Volume I, Section 7.5.3) prior to grading or staging. As new personnel are added to the project, they will be required to participate in the training. The training will include a description of the species of concern and their habitats, the general provisions of the federal Endangered Species Act and California Endangered Species Act and the WRC MSHCP, the need to adhere to the provisions of the acts and the WRC MSHCP, the penalties associated with violating the provisions of the acts, the general measures that are being implemented to conserve the species of concern as they relate to the proposed project, and the access routes to and project site boundaries within which the project activities must be accomplished (WRC MSHCP Volume I, Appendix C).</p>
<b>BIO-5</b>	<p>Biological construction monitoring (NC-5 [NES BIO-5])</p> <p>The qualified project biologist will monitor construction activities to ensure that practicable measures are being employed and avoid incidental disturbance of habitat and species of concern outside the project footprint (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3). Special attention will be provided to ensure that the environmentally sensitive area fencing required in Measure NC-6 (NES BIO-6) is maintained. Additionally, ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of best management practices. This will be done in concert with Measure NC-6, below, which includes the fencing of sensitive areas (e.g., riparian-riverine resources and jurisdictional waters and wetlands adjacent to the limits of disturbance and conserved lands).</p>



Measure #	Avoidance, Minimization, and Mitigation Measures
<b>BIO-6</b>	<p>Establish environmentally sensitive area fencing and avoid environmentally sensitive areas (NC-6 [NES BIO-6], AS-7 [NES BIO-20])</p> <p>Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) will be the minimal area necessary to complete the proposed project and will be specified in the construction plans. Construction limits adjacent to sensitive resource areas will be demarcated using environmentally sensitive area (ESA) fencing (e.g., orange snow fencing, silt fencing). The ESA fencing will be reviewed at a frequency deemed necessary by the biological monitor (as indicated in Measure NC-5 [NES BIO-5]) until the completion of all construction activities. For the ESA fencing installed within Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) Core Reserve (Riverside County Habitat Conservation Authority Stephens' Kangaroo Rat Reserve and Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan area), the fencing must exclude reptiles and amphibians (to greatest extent feasible) from entering the limits of disturbance. Employees will be instructed that their activities are restricted to the construction areas (WRC MSHCP Volume I, Appendix C). Access to sites will be from pre-existing access routes to the greatest extent possible (WRC MSHCP Volume I, Section 7.5.3 and Appendix C).</p>
<b>BIO-7</b>	<p>Removal of vegetation and exotic species during construction (NC-7 [NES BIO-7])</p> <p>Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3). Vegetation removed from the project site will be covered while being carried on trucks, and vegetation materials removed from the site will be disposed of in accordance with applicable laws and regulations.</p>
<b>BIO-8</b>	<p>Reduce potential for spread of noxious weeds (NC-8 [NES BIO-8])</p> <p>Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. The cleaning of equipment will occur at least 300 feet from environmentally sensitive area fencing to prohibit the spread of invasive species.</p>
<b>BIO-9</b>	<p>Hydroseeding bare ground after construction is completed (NC-13 [NES BIO-9], PF VIS-1)</p> <p>Post-construction, any disturbed areas remaining as bare ground will be returned to natural contour grades, decompacted to eliminate compressed soils and allow for plant establishment, and hydro-seeded with a County of Riverside–approved native plant seed mix. This seed mix shall not contain any species listed on the California Integrated Pest Council Inventory.</p>
<b>BIO-10</b>	<p>Water Pollution and Erosion Control Plans (NC-10 [NES BIO-10], PF WQ-1, PF WQ-2, PF WQ-4)</p> <p>Plans for water pollution and erosion control (i.e., Storm Water Pollution Prevention Plan [SWPPP]) will be prepared in accordance with project aquatics permits (refer to Section 3.10, <i>Water Quality and Storm Water Runoff</i>, for additional details for the SWPPP). The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by the County of Riverside prior to construction (Western Riverside County Multiple Species Habitat Conservation Plan [WRC MSHCP] Volume I, Section 7.5.3).</p>
<b>BIO-11</b>	<p>Defining the Limits of Disturbance (NC-11 [NES BIO-11])</p> <p>The limits of disturbance (LOD), including the upstream, downstream, and lateral extents on either side of any stream adjacent to the project impact footprint, will be clearly defined and marked in the field. Monitoring personnel (biology) will review the LOD prior to initiation of construction activities (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3 and Appendix C). This will ensure avoidance of jurisdictional areas and riparian habitat.</p>
<b>BIO-12</b>	<p>Placement of Construction Equipment (NC-12 [NES BIO-12])</p> <p>During construction, the placement of equipment within a stream or on adjacent banks or adjacent upland habitats occupied by Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) covered species that are outside of the project footprint will be avoided (WRC MSHCP Volume I, Section 7.5.3 and Appendix C).</p>



Measure #	Avoidance, Minimization, and Mitigation Measures
<b>BIO-13</b>	<p>Preparation of DBESP (NC-14 [NES BIO-13])</p> <p>A Determination of Biologically Equivalent or Superior Preservation (DBESP) report that provides analysis of direct and indirect impacts, avoidance, minimization, and compensatory mitigation, if necessary, along with the functions and values of the resources being affected as related to Section 6.1.2 of the Western Riverside County Multiple Species Habitat Conservation Plan Volume I will be prepared and submitted to the Western Riverside County Regional Conservation Authority, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife for review and approval prior to finalization of the environmental document. The DBESP will incorporate NC-15 (NES BIO-14), NC-19 (NES BIO-15), TE-1 (NES BIO-18), and TE-2 (NES BIO-23) (in Section 3.21.4), and any other additional measures required based on coordination with the resource agencies. This measure includes implementation of measures identified in the DBESP.</p>
<b>BIO-14</b>	<p>Replacement of Riparian/Riverine Resources (NC-15 [NES BIO-14])</p> <p>Compensation for permanent impacts on riparian-riverine resources will occur as a combination of enhancement, restoration, and/or creation, at a ratio that achieves no net loss of riparian-riverine resources. Compensation can also occur through the purchase of mitigation bank credits through the Riverside-Corona Resource Conservation District In-lieu Fee Program (ILFP), Santa Ana Watershed Association ILFP, a permittee responsible mitigation bank, and/or other approved mitigation provider and/or creation of riparian-riverine resources, including federal and state jurisdictional water resources. For riparian resources, a mitigation ratio of no less than 3:1 is proposed, and for riverine resources no less than a 1:1 ratio is currently proposed. A mitigation ratio of no less than 2:1 is proposed for permanent shading of riparian vegetation and wetlands<sup>10</sup> to address temporal loss of these habitats. Mitigation for all aquatic resources will be biologically superior or equivalent to resources occurring on site. The temporary impacts on riparian-riverine resources may be replaced through restoration of the temporarily affected area to pre-project conditions at a ratio of no less than 1:1, or through the purchase of mitigation bank credits, a permittee responsible mitigation bank, or other approved mitigation program. Details of the compensation for riparian-riverine resources will be provided in the Determination of Biologically Equivalent or Superior Preservation (Measure NC-14 [NES BIO-13]). Because the federally and state-listed as endangered least Bell's vireo occupies the riparian-riverine areas at Temescal Creek, Cajalco Creek, and other unnamed drainages proposed for impact, the compensation for both Western Riverside County Multiple Species Habitat Conservation Plan riparian-riverine and least Bell's vireo should also be integrated. Compensatory mitigation will be coordinated with U.S. Army Corps of Engineers (USACE) Clean Water Act (CWA) 404 authorization, Regional Water Quality Control Board (RWQCB) CWA 401 Certification, California Department of Fish and Wildlife (CDFW) Fish and Game Code 1602 Streambed Alteration Agreement acquisition (measure <b>WET-1</b> in Section 3.18), and Western Riverside County Multiple Species Habitat Conservation Plan riparian-riverine requirements to ensure efficiencies with the mitigation effort. Final mitigation ratios will be determined after consultation with the USACE, RWQCB, U.S. Fish and Wildlife Service, and CDFW.</p>
<b>BIO-15</b>	<p>Restoration for Temporary Impacts within the LM MSHCP Area (NC-19 [NES BIO-15])</p> <p>Restoration of temporary impact areas on the Lake Mathew Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan area will be accomplished through on-site restoration of those temporarily affected areas. A Habitat Mitigation and Monitoring Plan will be developed in consultation with Lake Mathews Reserve Management Committee, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife.</p>
<b>BIO-16</b>	<p>Lighting Restrictions (AS-2 [NES BIO-16])</p> <p>The Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) requires that shielding be incorporated in project designs to ensure ambient lighting in WRC MSHCP conservation areas is not increased (WRC MSHCP Volume I, Section 6.1.4). Night lighting will be directed away from natural lands within existing and proposed WRC MSHCP conservation areas in order to support potential linkage and core functions during construction. This is intended to protect species within existing and proposed WRC MSHCP conservation areas from direct night lighting during construction, if activities occur at night.</p>

<sup>10</sup> Mitigation ratios may differ based on the location of riparian/riverine resources within the limits of disturbance. For example, riparian habitat within Temescal Wash may be mitigated at a higher ratio due to the quality of functions and values for wildlife movement, "live-in" habitat for sensitive species (i.e., least Bell's vireo), and water quality functions.



Measure #	Avoidance, Minimization, and Mitigation Measures
<b>BIO-17</b>	<p>Replacement Lands for Permanent Impacts within the LM MSHCP Area (NC-17 [NES BIO-17])</p> <p>Compensation for permanent loss of habitat on the Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (LM MSHCP) area will be accomplished through the acquisition of replacement lands; a ratio no less than 1:1 is currently proposed. The County will purchase lands which will provide equivalent or greater habitat value and be located adjacent to the existing LM MSHCP area to ensure the reserve remains whole. The replacement lands will be managed by the Lake Mathews Reserve Management Committee (LMRMC) and the Metropolitan Water District of Southern California (MWD) in perpetuity as part of the larger Lake Mathews Reserve. If adequate replacement lands are not available at the time of land acquisition, the remainder of the necessary lands will be purchased from a mitigation bank (if available), and supplemental actions identified in Measure NC-18 (NES BIO-31) implemented in coordination with LMRMC and MWD.</p>
<b>BIO-18</b>	<p>Noise Reduction for Equipment (TE-1 [NES BIO-18]; PF NOI-1)</p> <p>Between March 15 and September 15, all heavy equipment will install and maintain mufflers or other noise-reducing features will be installed when working at Temescal Creek and Cajalco Creek. Additionally, a biological monitor shall be present for activities occurring within or adjacent to riparian habitats where the potential for noise levels to exceed 60 A-weighted decibels may occur at the edge of suitable habitat. If construction noise is negatively affecting least Bell's vireo or other nesting birds, as determined by the biological monitor, work shall cease (unless authorized by the wildlife agencies) until adequate sound barriers can be constructed to reduce noise levels at the edge of the riparian corridor. It may be most effective to construct noise barriers prior to March 15 to ensure construction delays do not occur. All noise barriers will need to be placed within the limits of disturbance.</p> <p>Do not exceed 86 A-weighted decibels maximum noise level at 50 feet from job site activities between 9:00 p.m. and 6:00 a.m. (2018 California Department of Transportation Standard Specifications, Section 14-8.02, Noise Control)</p>
<b>BIO-19</b>	<p>Wildlife Fencing Plan (NC-16 [NES BIO-19])</p> <p>A Wildlife Fencing Plan will be developed and implemented for the preferred build alternative. Prior to finalizing the wildlife fencing design, the impacts of and interaction between wildlife fencing and other fencing (e.g., Lake Mathews and other local fencing) in the project area of the preferred build alternative shall be fully assessed and analyzed. If it is determined that fencing in the project area (i.e., either project-related fencing or other fencing) will hinder or interfere with wildlife movement or the function and value of wildlife crossings, the wildlife fencing plan (and project design) shall include design considerations that will lessen these impacts.</p>
<b>BIO-20</b>	<p>ESA Fencing (AS-7 [NES BIO-20])</p> <p>Environmentally sensitive area (ESA) fencing must be sufficient to prevent the entry of animals into the limits of disturbance. Once the ESA fencing has been installed (NC-6), a preconstruction reptile and amphibian clearance survey will be conducted no more than 3 days prior to site grubbing and grading of lands in the area. If construction is to follow in stages, then the preconstruction clearance survey would be scheduled to follow just prior to site grubbing and grading. Clearance surveys will be conducted during the appropriate time of day when reptiles and amphibians are active.</p>



Measure #	Avoidance, Minimization, and Mitigation Measures
<b>BIO-21</b>	<p>Replacement of PQP Lands (NC-20 [NES BIO-21])</p> <p>Public/Quasi-Public (PQP) lands in Existing Core C and Proposed Extension of Existing Core 2 and Proposed Linkage 3 that will be permanently removed are proposed to be replaced at a minimum 1:1 ratio. This will be coordinated with riparian-riverine compensation (NC-15 [NES BIO-14]) and jurisdictional resources permitting (Measure WET-1), as feasible. An evaluation of existing functions and value of PQP conserved lands within the project area will be performed as part of the Project Equivalency Determination, to provide accurate estimate of potential impacts (direct and indirect) and ensure the proposed replacement lands are equivalent or superior to those lands proposed for impact. Prior to land acquisition, an equivalency report will be provided that analyzes the existing biological resources being permanently removed compared to the biological resources supported by the lands proposed for acquisition. The resource mitigation values will need to be equivalent or superior to what is being removed. The Lake Mathews Reserve Management Committee (LMRMC) will be consulted regarding mitigation lands proposed within Lake Mathews Multiple Species Reserve PQP conserved lands, and provided opportunity for input on the selection of lands. Execution of this mitigation measure will include compensatory mitigation needed for least Bell's vireo (refer to Measure TE-2 [NES BIO-23] in Section 3.21.4) and Western Riverside County Multiple Species Habitat Conservation Plan riparian-riverine resources (Measures NC-14 [NES BIO-13], NC-15 [NES BIO-14], NC-17 [NES BIO-17], and NC-19 [NES BIO-15]). as feasible. The Equivalency Determination will be reviewed by the Western Riverside County Regional Conservation Authority (RCA), U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and LMRMC, and approved by RCA, USFWS, and CDFW.</p>
<b>BIO-22</b>	<p>Collection of Paniculate Tarplant Seeds (PL-1 [NES BIO-22])</p> <p>Seeds for paniculate tarplant will be collected prior to construction activities. Seeds will be stored and redistributed after construction is completed.</p>
<b>BIO-23</b>	<p>Apply Minimum Lighting Standards (PF VIS-4)</p> <p>All artificial outdoor lighting and overhead street lighting will be limited to only those locations where it is absolutely necessary for safety and security requirements, such as intersections. In most cases, lighting will consist of County lighting standards that are up to 35 feet in height, and the minimum required for driver safety. Lighting will be designed using the Illuminating Engineering Society's design guidelines and in compliance with International Dark-Sky Association–approved fixtures. All lighting will be designed to have minimum impact on the surrounding environment and will use downcast, cut-off type fixtures that are shielded and direct the light only toward objects requiring illumination. Therefore, lights will be installed at the lowest allowable height and cast low-angle illumination while minimizing incidental light spill onto adjacent properties or open spaces, or backscatter into the nighttime sky. The lowest allowable wattage will be used for all lighted areas, and the number of nighttime lights needed to light an area will be minimized. Light fixtures will have non-glare finishes that will not cause reflective daytime glare.</p> <p>Lighting will be designed for energy efficiency, with daylight sensors or timers with an on/off program. Lights will provide good color rendering with natural light qualities, with the minimum intensity needed for security, safety, and personnel access. Lighting, including light color rendering and fixture types, will be designed to be aesthetically pleasing. Light-emitting diode (LED) lighting will avoid the use of blue-rich white light lamps (BRWL) lamps and use a correlated color temperature that is no higher than 3,000 Kelvin, consistent with the International Dark-Sky Association's Fixture Seal of Approval Program (International Dark-Sky Association 2010a, 2010b, 2015). In addition, LED lights will use shielding to ensure that nuisance glare and light spill does not affect sensitive residential viewers. Technologies to reduce light pollution evolve over time; design measures that are currently available may help but may not be the most effective means of controlling light pollution once the project is designed. Therefore, all design measures used to reduce light pollution will use the technologies available at the time of project design to allow for the highest potential reduction in light pollution.</p>
<b>BIO-24</b>	<p>Disposal of Trash (NC-9 [NES BIO-24])</p> <p>To avoid attracting predators of special-status species, the project site will be kept as clean of debris as possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site(s) (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Appendix C)</p>



Measure #	Avoidance, Minimization, and Mitigation Measures
<b>BIO-25</b>	Post-Construction BMPs (PF WQ-3) Post-construction best management practices will be implemented to the maximum extent practicable, consistent with the requirements of the National Pollutant Discharge Elimination System permit and Waste Discharge Requirements for the County of Riverside's Municipal Separate Storm Sewer System Permit in place at the time of project approval.
<b>BIO-26</b>	Air Pollution Control (PF AQ-1) The project would conform to California Department of Transportation (Caltrans) construction requirements, as specified in the Caltrans' Standard Specifications, Section 14-9.02 (Air Pollution Control). The contractor will comply with all air pollution control ordinances and statutes which apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances, and statutes specified in Section 11017 of the Government Code.
<b>BIO-27</b>	Fugitive Dust Rule 403 (PF AQ-2) South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust) requires that fugitive dust control measures be applied to all construction projects in the South Coast Air Basin, unless said project is specifically exempted by the rule. Construction projects that are classified as "large operations" (i.e., 20 hectares [50 acres] or larger) are required to submit a fully executed Large Operation Notification Form (Form 403 N) to the Executive Office of SCAQMD within 7 days of qualifying as a large operation and to maintain daily records to document the specific control actions taken. The control measures incorporated in the rule are available in a Rule 403 Implementation Handbook.
<b>BIO-28</b>	Handling, Transport, and Disposal of Wastes (PF HAZ-3) Wastes and petroleum products used or encountered during construction will be collected, transported, and removed from the project site in accordance with Resource Conservation and Recovery Act regulations and federal/Occupational Health and Safety Administration standards, including Waste Management and Materials Pollution Control Best Management Practices (BMPs) – Spill Prevention and Control, Materials; and Waste Management BMPs, Hazardous Waste Management.
<b>BIO-29</b>	Pet Policy (AS-6 [NES BIO-29]) Construction staff will not be permitted to bring their pets in, or adjacent to, the construction area.
<b>BIO-30</b>	Stephens' Kangaroo Rat Management Plan (TE-3 [NES BIO-30]) Prior to the start of construction activities, a Stephens' kangaroo rat (SKR) management plan will be developed for project activities occurring on the Riverside County Habitat Conservation Agency (RCHCA) SKR Reserve to minimize direct impacts on the species. At a minimum this measure will include: (1) preconstruction surveys by a qualified biologist; and (2) avoidance and minimization measures to reduce impacts on SKR. The SKR management plan will be consistent with existing reserve management guidelines that will be coordinated with RCHCA. In addition, the management plan will be submitted for review by RCHCA, U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and Lake Mathews Reserve Management Committee (as the plan pertains to the Lake Mathews Multiple Species Reserve area).
<b>BIO-31</b>	Preconstruction Surveys (AS-3 [NES BIO-28]) Preconstruction clearance surveys for sensitive wildlife species will be performed within 3 days prior to construction to flush the species from the construction footprint following the installation of Environmentally Sensitive Area (ESA) fencing. ESA fencing must be sufficient to prevent the entry of animals into the limits of disturbance (LOD) as feasible. Burrowing wildlife will be relocated from the site as feasible during preconstruction clearance surveys.
(##-##) indicates corresponding measure in EIR/EIS.	

## 7.4 Draft Section 4(f) De Minimis Finding

The build alternatives would result in direct and temporary use of the LM-EM Reserve. No constructive use of this resource is anticipated under the build alternatives.

All three build alternatives would require permanent use of the LM-EM Reserve. Build Alternative 1 would require permanent use of 127.16 acres of the LM-EM Reserve in the form of



permanent acquisition and easements, which represents 1 percent of the refuge's pre-project acreage. Of the 127.16 acres, 112.81 acres contain SKR habitat that would be affected. Portions of the existing Cajalco Road and the road right of way would be removed during project construction and returned to natural topographic contours, decompacted to allow for plant establishment, and revegetated with natural vegetation. This is considered a beneficial impact and would create 5.8 acres of suitable habitat for SKR. The additional 5.8 acres of SKR habitat would partially offset the loss of 112.81 acres of SKR habitat, resulting in an impact on 107.01 acres of SKR habitat. The 107.01 acres of SKR habitat would represent less than 1 percent of the refuge's pre-project total acreage.

Build Alternative 2C would require permanent use of 148.08 acres of the LM-EM Reserve in the form of permanent acquisition and easements, which represents 1.22 percent of the refuge's pre-project acreage. Of the 148.08 acres, 118.13 acres contain SKR habitat that would be affected. Portions of the existing Cajalco Road and the road right of way would be removed during project construction and returned to natural topographic contours, decompacted to allow for plant establishment, and revegetated with natural vegetation. This is considered a beneficial impact and would create 9 acres of suitable habitat for SKR. The additional 9 acres of SKR habitat would partially offset the loss of 118.13 acres of SKR habitat, resulting in an impact on 109.13 acres of SKR habitat. The 109.13 acres of SKR habitat would represent less than 1 percent of the refuge's pre-project total acreage.

Build Alternative 4 would require permanent use of 62.51 acres of the LM-EM Reserve in the form of permanent acquisition and easements, which represents 0.51 percent of the refuge's pre-project acreage. Of the 62.51 acres, 48.98 acres contain SKR habitat that would be affected. Portions of the existing Cajalco Road and the road right of way would be removed during project construction and returned to natural topographic contours, decompacted to allow for plant establishment, and revegetated with natural vegetation. This is considered a beneficial impact and would create 3.3 acres of suitable habitat for SKR. The additional 3.3 acres of SKR habitat would partially offset the loss of 48.98 acres of SKR habitat, resulting in an impact on 45.68 acres of SKR habitat. The 45.68 acres of SKR habitat would represent less than 1 percent of the refuge's pre-project total acreage.

With the application of project measures listed in Section 7.3, *Measures to Minimize Harm to Lake Mathews-Estelle Mountain Reserve*, impacts on the LM-EM Reserve, including impacts on SKR, SKR habitat, and reserve management activities, would be minimized, and otherwise mitigated, and the project would not interfere with the continued primary purpose and functions of the LM-EM Reserve. Given that this permanent use under each build alternative would represent less than 1.5 percent of the total property, and impacts on the features and attributes that qualify the resource for Section 4(f) protection within the areas affected would be avoided, minimized, or otherwise mitigated for through measures listed in Section 7.3, *Measures to Minimize Harm to Lake Mathews-Estelle Mountain Reserve*, the proposed acquisitions under all three build alternatives are eligible to be considered as a *de minimis* impact.

All three build alternatives would result in temporary use within the LM-EM Reserve. Build Alternative 1 would result in temporary use of 22.29 acres, Build Alternative 2C would result in temporary use of 25.59 acres, and Build Alternative 4 would result in temporary use of 8.3 acres. No permanent adverse impacts on SKR, the LM-EM Reserve, or protected features or characteristics; or temporary or permanent interference with the management or purpose of the

LM-EM Reserve would be anticipated. During construction, measures identified in Section 7.3, *Measures to Minimize Harm to Lake Mathews-Estelle Mountain Reserve*, would be applied to prevent permanent impacts. Following construction, areas temporarily occupied during construction would be treated consistent with the measures in Section 7.3 and restored to pre-project conditions.

Agreement regarding the above conditions related to *de minimis* use of the LM-EM Reserve will be documented through the formal Section 4(f) consultation process with MWD and RCHCA following public review of this Section 4(f) documentation. Following an opportunity for public review and comment, the official(s) with jurisdiction over the property must provide written concurrence; only then can Caltrans (as assigned by FHWA) make the final determination on the *de minimis* impact finding.

All three build alternatives would result in permanent and temporary *de minimis* use of the LM-EM Reserve. Transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property; therefore, an analysis of avoidance alternatives is not required.

## **7.5 Coordination Conducted for Lake Mathews-Estelle Mountain Core Reserve**

Since 2011, the County, Caltrans, and consultants have coordinated with MWD, RCHCA, the Lake Mathews Reserve Management Committee, and CDFW and USFWS staff regarding potential project impacts and potential avoidance and minimization measures to be implemented during construction at LM-EM Reserve lands. Meetings and further correspondence between the County and Caltrans with agency staff continued throughout development of the EIR/EIS (see Chapter 5, *Comments and Coordination*, of the EIR/EIS).

The potential take of SKR within the LM-EM Reserve is authorized for public facilities projects under the SKR HCP. However, prior to the authorization of land disturbance for infrastructure projects, a Core Reserve Land Disturbance Report (CRLDR) documenting the impacts on SKR and the compensatory mitigation would be prepared by the County and submitted to RCHCA. The CRLDR would outline the project's nature, the amount of SKR occupied acreage disturbed, and the location of the mitigation. Once received, RCHCA staff submit the CRLDR to the RCHCA Board of Directors for final approval and include the fully executed report in RCHCA's annual report to the CDFW and USFWS.

Formal consultation with MWD and RCHCA to confirm the *de minimis* finding will occur following public review of this Section 4(f) documentation. Thereafter, correspondence with the official with jurisdiction over LM-EM Reserve lands will be added to Attachment A of this Section 4(f) appendix.



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# **Chapter 8**

## **Lake Mathews Multiple Species Reserve Proposed De Minimis Use**

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This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 USC 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the USDOT determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 CFR 774.3 and CFR 774.17.

This chapter describes the Lake Mathews Multiple Species Reserve (LMR) and the potential effects of each project alternative.

### **8.1 Description of Section 4(f) Property**

The LMR is an approximately 5,110.4-acre habitat reserve composed of a 2,565.5-acre State Ecological Reserve and 2,544.9-acre Mitigation Bank, managed under the Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (LM MSHCP) for the preservation of native habitats supporting sensitive plant and animal species. The LMR is owned by MWD, and is managed by MWD, CDFW, USFWS, and RCHCA (RCHCA 1996; MWD 2021a).

The LMR provides protection for 65 species selected as “Target Species” for Endangered Species Act and Natural Community Conservation Plan planning purposes, including those at the time defined as federally or state threatened or endangered, a California species of concern, or on the California Native Plant Society list of sensitive plants. The entire LMR is considered equally significant for the 65 species considered in the LM MSHCP. The LM MSHCP provides estimated habitat acreage for the 65 species, but management of the Reserve is not separated or allocated by species. Rather, the LMR is dedicated for the benefit of all of the identified species following an “ecosystem approach” to reserve management.

The State Ecological Reserve portion of the LMR was created in 1979 as mitigation for impacts of the State Water Project on wildlife within property owned by the Department of Water Resources (DWR) and Metropolitan Water District of Southern California (MWD), and is owned by MWD and managed by CDFW. The Mitigation Bank portion of the LMR was established in 1995 as the result of a Mitigation Banking Agreement among MWD, the Riverside County Habitat Conservation Agency (RCHCA), CDFW, and USFWS, to mitigate for MWD's water delivery, treatment, and storage facilities in western Riverside County. In creating the Mitigation Bank, MWD mitigated for projects located within the Plan Area (as defined in the LM MSHCP) as well as projects located outside of the Plan Area. The Mitigation Banking Agreement further provided for the existing Ecological Reserve and the adjoining Mitigation Bank to be incorporated into the LMR, to be managed conjunctively with the remainder of the Lake



Mathews-Estelle Mountain Core Reserve (LM-EM Reserve) designated by RCHCA under the March 1996 Habitat Conservation Plan for the Stephens' Kangaroo Rat (SKR HCP).

A Cooperative Management Agreement (CMA) among MWD, RCHCA, CDFW, and USFWS, established the framework for creating the LMR and LM MSHCP in 1995, and also established the Lake Mathews Reserve Management Committee (LMRMC) as the governing body for the LMR. The LM MSHCP also ensures issuance of appropriate incidental take permits for listed species and species that may become listed in the future through Section 10(a) of the Federal Endangered Species Act and Section 2081 of the California Endangered Species Act.

The LMRMC consists of one representative from each of the four agencies with jurisdiction in the LMR, each with assigned roles and duties: MWD, RCHCA, CDFW, and USFWS. The purpose of the LMRMC is to manage LMR in such a way that the goals and objectives of the plan are attained in accordance with all governing documents.

The LMR surrounds Lake Mathews Reservoir to the northeast, east, south, and southwest. Vegetation communities within the LMR consist primarily of non-native grassland and Riversidean sage scrub habitats and small amounts of mulefat scrub, southern willow scrub, and juniper woodlands habitats are also present. Adjacent land uses to the LMR include areas designated in the LM MSHCP as MWD Operations Area and Plan Area Projects for facilities associated with the management of Lake Mathews. Facilities within MWD Operations Area and Plan Area Projects areas (outside of the LMR) that support the Lake Mathews Reservoir, include the Northern Lake Mathews Dike located along the northwest section of the Lake Mathews, the Lake Mathews Dam, and Upper and Lower Feeder Pipelines along the west side of the lake, and the Cajalco Creek Dam, Detention Basin, Cajalco Creek Sedimentation Basin, and Inlet Channel separating the two basins, located at the southeast end of the lake. Additional facilities such as detention basins, offices, piezometers are also located throughout the MWD Operations Area and Plan Area Projects areas.

Other adjacent land uses not associated with the LM MSHCP include agriculture, low-density residential rural residential, and open space. Unpaved access roads used by MWD for maintenance and management of MWD facilities and the LMR are located throughout the LM MSHCP plan area.

Primary functions of the LMR include: (1) fulfill Endangered Species Act (ESA) coverage and mitigation requirements for past and future MWD projects, as well as impacts to ongoing operations of the Lake Mathews reservoir; (2) protect existing natural habitat types on the combined reserve; (3) improve degraded habitat conditions by enhancing or restoring suitable habitat for target species on the LMR; and (4) ensure that operation and maintenance of Lake Mathews as a water supply facility are not impaired (RCHCA 1996; Dudek 2013; MWD 2021a).

Protected activities, features, and attributes of the LMR as they relate to the functions of the LMR identified above are those that support the fulfillment of Endangered Species Act coverage and mitigation requirements, and protection of natural habitat types and improvement of degraded habitat suitable for target species within the LMR, and avoidance of impairment to Lake Mathews. Reserve management activities and features include vegetation and habitat monitoring, vegetation maintenance to support natural habitat types and suitable habitat for target species, access within the reserve, and security monitoring and barrier (fencing) maintenance to protect the reserve and Lake Mathews. Features and attributes of the LMR that

support and protect natural habitat types, suitable habitat for target species, and Lake Mathews within the reserve include vegetation communities, facilities that support access within the reserve, and physical protective barriers (fencing).

## 8.2 Proposed Use

Permanent and temporary uses of the LMR that would occur under the build alternatives are summarized in Tables 8-1 through 8-3, below. Uses specific to each build alternative are discussed following the summary tables.

Uses from Build Alternatives 1, 2C, and 4, would occur during construction and operation. Permanent removal of natural and suitable habitat would occur during construction of each of the build alternatives. The limits of disturbance for the build alternatives include areas outside of areas dedicated to/described for natural and suitable habitat conservation. Table 8-1 provides the permanent use acreage within the limits of disturbance for each build alternative, including the permanent beneficial effect of roadbed removal and rehabilitation of habitat. For illustrations of direct use under each build alternative, refer to Figures 3, 4, and 5.

**Table 8-1. Lake Mathews Multiple Species Reserve – Permanent Use**

<b>Build Alternative</b>	<b>Permanent Incorporation (acres)</b>	<b>Natural Habitats (Communities of Concern)</b>	<b>Suitable Habitat (acres)</b>
Build Alternative 1	121.51	25.87	120.31
Build Alternative 2C	113.2	35.32	111.21
Build Alternative 4	58.39	21.95	56.52

Table 8-2 provides the temporary use on habitat within the limits of disturbance for each build alternative. For illustrations of temporary use under each build alternative, refer to Figures 3, 4, and 5.

**Table 8-2. Lake Mathews Multiple Species Reserve – Temporary Use**

<b>Build Alternative</b>	<b>Construction Area (total acres)</b>	<b>Natural Habitats (Communities of Concern)</b>	<b>Suitable Habitat within Construction Area (acres)</b>
Build Alternative 1	22.13	3.91	20.79
Build Alternative 2C	25.63	4.48	22.44
Build Alternative 4	10.06	2.36	8.76

Table 8-3 provides a summary of potential uses of the LMR under each build alternative as a result of permanent and temporary uses.

**Table 8-3. Section 4(f) Use Summary – Lake Mathews Multiple Species Reserve**

<b>Impact Type</b>	<b>Build Alternative 1</b>	<b>Build Alternative 2C</b>	<b>Build Alternative 4</b>
Permanent Incorporation	121.51 acres	113.2 acres	58.39 acres
Temporary Use	22.13 acres	25.63 acres	10.06 acres



Impact Type	Build Alternative 1	Build Alternative 2C	Build Alternative 4
Facilities, Functions, and/or Activities	25.87 acres of natural habitat and 120.31 acres of suitable habitat permanently affected; minor changes in access for maintenance and management; 4.95 acres of impacts to Cajalco Creek Dam and Detention Basin, and 3.69 acres of impacts to Cajalco Creek Sedimentation Basin	35.32 acres of natural habitat and 111.21 acres of suitable habitat permanently affected; minor changes in access for maintenance and management; 4.95 acres of impacts to Cajalco Creek Dam and Detention Basin, and 3.69 acres of impacts to Cajalco Creek Sedimentation Basin	21.95 acres of natural habitat and 56.52 acres of suitable habitat permanently affected; minor changes in access for maintenance and management; 0.12 acre of impacts to Cajalco Creek Dam and Detention Basin, and 3.55 acres of impacts to Cajalco Creek Sedimentation Basin; Encroachment within Northern Lake Mathews Dike restricted zone and Lake Mathews Dam embankment.
Accessibility	Minimal impact on maintenance and management access	Minimal impact on maintenance and management access	Minimal impact on maintenance and management access
Visual	Minor change to limited sections of LMR	Minor change to limited sections of LMR	Moderate change to limited sections of LMR
Air Quality	Temporary exhaust and dust during construction	Temporary exhaust and dust during construction	Temporary exhaust and dust during construction
Noise	Temporary increase during construction; minor permanent increase	Temporary increase during construction; minor permanent increase	Temporary increase during construction; minor permanent increase
Vibration	Minor, localized, and temporary effect	Minor, localized, and temporary effect	Minor, localized, and temporary effect
Vegetation	Direct and temporary loss of habitat	Direct and temporary loss of habitat	Direct and temporary loss of habitat
Wildlife	Potential change in mortality due to change to roadway; introduction of wildlife crossings	Potential change in mortality due to change to roadway; introduction of wildlife crossings	Potential change in mortality due to change to roadway; introduction of wildlife crossings
Water Quality	Limited potential for changes to water quality	Limited potential for changes to water quality	Limited potential for changes to water quality
Source: Caltrans 2018a			

## 8.2.1 Build Alternative 1

### 8.2.1.1 Permanent Use

As indicated in Table 8-1, Build Alternative 1 would acquire 121.51 acres of right of way and permanent roadway facility maintenance easement from the LMR, resulting in the permanent incorporation of 121.51 acres from the LMR to transportation facility. The acquisitions and easements would occur within the western two-thirds of the project alignment, from approximately 2 miles east of the intersection of Cajalco Road and Temescal Canyon Road to the intersection of Cajalco Road and Smith Road, as shown on Figure 3. The combined total acreage of acquisitions and easements represents approximately 2.4 percent of the refuge's pre-project

total acreage. For an illustration of direct use through permanent incorporation under Build Alternative 1, refer to Figure 3.

Of the total 121.51 acres that would be permanently incorporated, 25.87 acres contain natural habitat and 120.31 acres contain suitable habitat for target species that would be affected. Portions of the existing Cajalco Road and the road right of way would be removed during project construction and returned to natural topographic contours, decompacted to allow for plant establishment, and revegetated with natural vegetation (refer to Table 8-4).

Through early and ongoing coordination with MWD, the project alternatives have been designed to avoid many MWD facilities; however, some facilities remain within the project footprint, and would be affected. Approximately 3.69 acres of the 31-acre Cajalco Creek Sedimentation Basin (approximately 12 percent) and 4.95 acres of the 70-acre Cajalco Creek Dam and Detention Basin (approximately 7 percent) would be converted to right of way under Build Alternative 2. Continuity between the two basins and Inlet Channel would not be affected. These facilities are located outside of the LMR, however, the removal of 3.69 acres and 4.95 acres, respectively, may reduce the capacities of the basins to 118 acre-feet from 134 acre-feet, and to 1,869 acre-feet from 2,010 acre-feet, thereby affecting one of the primary functions of the LMR (ensure that operation and maintenance of Lake Mathews as a water supply facility are not impaired).

Maintenance activities along the roadway right of way are not expected to appreciably differ from existing operating conditions under the build alternatives. The existing roadway would continue to produce noise, dust, air pollution, and fire risk. The potential effects from operation and maintenance of the build alternatives would be minimized, however, with the inclusion of wildlife crossings that have been incorporated into the project design throughout the LMR.

Measures listed in Section 8.3, *Measures to Minimize Harm to Lake Mathew Multiple Species Reserve*, would further reduce impacts on natural and suitable habitat within the LMR, mitigate for impacts to Lake Mathews facilities, and compensate for the loss of reserve lands as a result of Build Alternative 1.

The LMR requires advance coordination for limited public access and is not anticipated to be interrupted or otherwise changed as a result of the project. Access to areas within the LMR for management is obtained via internal reserve access roads and security gates between the reserve and local County roadways. Agency access for habitat management and security maintenance would be maintained during project construction and operation.

#### **8.2.1.2 Temporary Use**

As indicated in Table 8-2, Build Alternative 1 would temporarily use 22.13 acres for temporary storage and staging locations for construction equipment, and access for construction vehicles and equipment, during construction of Build Alternative 1. Of the 22.13 acres, 3.91 acres contain natural habitat and 20.79 acres contain suitable habitat that would be temporarily affected. Construction activities within and adjacent to LMR lands would be temporary in duration and restricted to occur within designated areas only.

Lighted construction areas could affect nocturnal activities, including foraging, decreasing reproductive success or altering territories. In addition, artificial lighting at night may increase predation risk by allowing predators, such as owls, to hunt more efficiently. Project construction



would result in an increase in human activity in the area, which could result in an increase in opportunistic predators that are attracted to litter, such as coyote and American crow. Construction and mechanical soil disturbance may adversely affect habitat by altering friability or encouraging the spread of invasive plant species, which could indirectly result in loss of quality habitat and an increase in fire risk. The avoidance and minimization measures in Section 8.3, *Measures to Minimize Harm to Lake Mathew Multiple Species Reserve*, would ensure these indirect impacts are greatly reduced or eliminated.

With the application of project measures listed in Table 8-5, temporary impacts on the LMR, including natural and suitable habitats within the LMR, and facility operations, would be minimal under Build Alternative 1, and would not interfere with the continued primary purpose and functions of the LMR. Following construction, the 22.13 acres temporarily occupied during construction would be restored to pre-project conditions, consistent with the measures listed in Section 8.3. Due to temporary interference to 3.91 acres of natural habitat and 20.79 acres of suitable habitat, all five conditions of 23 CFR Section 774.13(d) that would qualify the temporary activities of the project for temporary occupancy would not be met and a temporary use would occur.

Agreement regarding the above conditions related to temporary use of 22.13 acres of the LMR under Build Alternative 1 will be documented through the formal Section 4(f) consultation process with MWD and RCHCA following public review of this Section 4(f) documentation.

## **8.2.2 Build Alternative 2C**

### **8.2.2.1 Permanent Use**

As indicated in Table 8-1, Build Alternative 2C would acquire 113.2 acres of right of way and permanent roadway facility maintenance easement from the LMR, resulting in the permanent incorporation of 113.21 acres from the LMR to transportation facility. The acquisitions and easements would occur within the western two-thirds of the project alignment, from approximately 2 miles east of the intersection of Cajalco Road and Temescal Canyon Road to the intersection of Cajalco Road and Smith Road, as shown on Figure 4. The combined total acreage of acquisitions and easements represents approximately 2.2 percent of the refuge's pre-project total acreage. For an illustration of direct use through permanent incorporation under Build Alternative 2C, refer to Figure 4.

Of the total 113.2 acres that would be permanently incorporated, 35.32 acres contain natural habitat and 111.21 acres contain suitable habitat for target species that would be affected. Portions of the existing Cajalco Road and the road right of way would be removed during project construction and returned to natural topographic contours, decompacted to allow for plant establishment, and revegetated with natural vegetation (refer to Table 8-4).

Through early and ongoing coordination with MWD, the project alternatives have been designed to avoid many MWD facilities; however, some facilities remain within the project footprint, and would be affected. Approximately 3.69 acres of the 31-acre Cajalco Creek Sedimentation Basin (approximately 12 percent) and 4.95 acres of the 70-acre Cajalco Creek Dam and Detention Basin (approximately 7 percent) would be converted to right of way under Build Alternative 2. Continuity between the two basins and Inlet Channel would not be affected. These facilities are located outside of the LMR, however, the removal of 3.69 acres and 4.95 acres, respectively,

may reduce the capacities of the basins to 118 acre-feet from 134 acre-feet, and to 1,869 acre-feet from 2,010 acre-feet, thereby affecting one of the primary functions of the LMR (ensure that operation and maintenance of Lake Mathews as a water supply facility are not impaired).

Maintenance activities along the roadway right of way are not expected to appreciably differ from existing operating conditions under the build alternatives. However, noise, dust, and fire risk under Build Alternative 2C within the LMR would increase and could also directly affect LM MSHCP target species during operations and maintenance. The existing roadway would continue to produce noise, dust, air pollution, and fire risk. The potential effects from operation and maintenance of the build alternatives would be minimized, however, with the inclusion of wildlife crossings that have been incorporated into the project design throughout LMR.

Measures listed in Section 8.3, *Measures to Minimize Harm to Lake Mathews Multiple Species Reserve*, would further reduce impacts on natural and suitable habitat within the LMR, mitigate for impacts to Lake Mathews facilities, and compensate for the loss of reserve lands as a result of Build Alternative 2C.

The LMR requires advance coordination for limited public access and is not anticipated to be interrupted or otherwise changed as a result of the project. Agency access would be maintained during project construction and operation.

#### **8.2.2.2 Temporary Use**

As indicated in Table 8-2, Build Alternative 2C would temporarily use 25.63 acres for temporary storage and staging locations for construction equipment, and access for construction vehicles and equipment, during construction of Build Alternative 2C. Of the 25.63 acres, 4.48 acres contain natural habitat and 22.44 acres contain suitable habitat that would be temporarily affected. Construction activities within and adjacent to LMR lands would be temporary in duration and restricted to occur within designated areas only.

With the application of project measures listed in Table 8-5, remaining permanent impacts on the LMR, including natural and suitable habitats within the LMR, and facility operations, would be minimal under Build Alternative 2C, and would not interfere with the continued primary purpose and functions of the LMR. Following construction, the 25.63 acres temporarily occupied during construction would be restored to pre-project conditions, consistent with the measures listed in Section 8.3, *Measures to Minimize Harm to Lake Mathew Multiple Species Reserve*. Due to temporary interference to 4.48 acres of natural habitat and 22.44 acres of suitable habitat, all five conditions of 23 CFR Section 774.13(d) that would qualify the temporary activities of the project for temporary occupancy would not be met and a temporary use would occur.

Agreement regarding the above conditions related to temporary use of 25.63 acres of the LMR under Build Alternative 2C will be documented through the formal Section 4(f) consultation process with MWD and RCHCA following public review of this Section 4(f) documentation.



## 8.2.3 Build Alternative 4

### 8.2.3.1 Permanent Use

As indicated in Table 8-1, Build Alternative 4 would acquire 58.39 acres of right of way and permanent roadway facility maintenance easement from the LMR, resulting in the permanent incorporation of 58.39 acres from the LMR to transportation facility. The acquisitions and easements would occur within the western two-thirds of the project alignment, from approximately 2 miles east of the intersection of Cajalco Road and Temescal Canyon Road to the intersection of Cajalco Road and Smith Road, as shown on Figure 5. The combined total acreage of acquisitions and easements represents approximately 1.1 percent of the refuge's pre-project total acreage. For an illustration of direct use through permanent incorporation under Build Alternative 4, refer to Figure 5.

Of the total 58.39 acres that would be permanently incorporated, 21.95 acres contain natural habitat and 56.52 acres contain suitable habitat for target species that would be affected. Portions of the existing Cajalco Road and the road right of way would be removed during project construction and returned to natural topographic contours, decompacted to allow for plant establishment, and revegetated with natural vegetation (refer to Table 8-4).

Through early and ongoing coordination with MWD, the project alternatives have been designed to avoid many MWD facilities; however, some facilities remain within the project footprint, and would be affected. Approximately 3.55 acres of the 31-acre Cajalco Creek Sedimentation Basin (approximately 11.5 percent) and 0.12 acre of the 70-acre Cajalco Creek Dam and Detention Basin (less than 1 percent) would be converted to right of way under Build Alternative 4. The Inlet Channel would be replaced with a wildlife crossing and may affect inlet operation. These facilities are located outside of the LMR, however, the removal of 3.55 acres and 0.12 acre, respectively, may slightly reduce the capacities of the basins, thereby affecting one of the primary functions of the LMR (ensure that operation and maintenance of Lake Mathews as a water supply facility are not impaired).

The Northern Lake Mathews Dike includes a "1,000-foot restricted zone" in which there are a number of piezometers and segments of the Upper and Lower Feeder Pipelines. Piezometers within the project limits would require relocation and additional engineering would be required to ensure continued protection and stability of the pipeline and dike facilities. Along La Sierra Avenue, west of Lake Mathews, Build Alternative 4 would cross over the Lake Mathews Dam interface and embankment boundary. As with the Cajalco Creek Sedimentation Basin, Cajalco Creek Dam and Detention Basin, and Inlet Channel described above, these facilities are located outside of the LMR; however, impacts to these facilities may affect one of the primary functions of the LMR (ensure that operation and maintenance of Lake Mathews as a water supply facility are not impaired).

Maintenance activities along the roadway right of way are not expected to appreciably differ from existing operating conditions under the build alternatives. The existing roadway would continue to produce noise, dust, air pollution, and fire risk. The potential effects from operation and maintenance of the build alternatives would be minimized, however, with the inclusion of wildlife crossings that have been incorporated into the project design throughout the LMR.

Measures listed in Section 8.3, *Measures to Minimize Harm to Lake Mathews Multiple Species Reserve*, would further reduce impacts on natural and suitable habitat within the LMR, mitigate for impacts to Lake Mathews facilities, and compensate for the loss of reserve lands as a result of Build Alternative 4.

The LMR requires advance coordination for limited public access and is not anticipated to be interrupted or otherwise changed as a result of the project. Agency access would be maintained during project construction and operation.

#### **8.2.3.2 Temporary Use**

As indicated in Table 8-2, Build Alternative 4 would temporarily use 10.06 acres for temporary storage and staging locations for construction equipment, and access for construction vehicles and equipment, during construction of Build Alternative 4. Of the 10.06 acres, 2.36 acres contain natural habitat and 8.76 acres contain suitable habitat that would be temporarily affected. Construction activities within and adjacent to LMR lands would be temporary in duration and restricted to occur only during non-breeding seasons.

With the application of project measures listed in Table 8-5, temporary impacts on the LMR, including natural and suitable habitats within the LMR, and facility operations, would be minimal under Build Alternative 4, and would not interfere with the continued primary purpose and functions of the LMR. Following construction, the 10.06 acres temporarily occupied during construction would be restored to pre-project conditions, consistent with the measures listed in Section 8.3, *Measures to Minimize Harm to Lake Mathew Multiple Species Reserve*. Due to temporary interference to 2.36 acres of natural habitat and 8.76 acres of suitable habitat, all five conditions of 23 CFR Section 774.13(d) that would qualify the temporary activities of the project for temporary occupancy would not be met and a temporary use would occur.

Agreement regarding the above conditions related to temporary use of 10.06 acres of the LMR under Build Alternative 4 will be documented through the formal Section 4(f) consultation process with MWD and RCHCA following public review of the Draft EIR/EIS with Section 4(f).

#### **8.2.4 Constructive Use Analysis**

Table 8-3 summarizes the anticipated effects on the LMR under each of the three build alternatives. The potential for proximity impacts and indirect effects on the protected activities, features, and attributes of the LMR under all three build alternatives is discussed further below.

##### **8.2.4.1 Accessibility**

The LMR requires advance coordination for limited public access and is not anticipated to be interrupted or otherwise changed as a result of the project. Public access is limited and is governed by both the 2002 Audubon Settlement Agreement and the CMA. Generally, public access is limited to only members of the public pursuing environmental, scientific and/or educational purposes. Any application for access must be submitted to a Reserve Management Committee formed pursuant to the CMA and is subject to its review and approval. Public access may be subjected to Reserve management oversight or escort. Metropolitan may also close off public access entirely in order to safeguard its water facilities and operations, in the event of emergencies, national security threats, and other exigencies. (MWD 2021). Agency access to



LMR lands would be maintained at all times during construction and operation of all three build alternatives. Therefore, no impacts on accessibility would occur as a result of construction or operation of any of the three build alternatives.

#### **8.2.4.2 Visual**

Visual impacts during construction would be typical of roadway construction projects, including construction fencing, construction equipment, material stockpiles, and vegetation removal, which would collectively temporarily disturb the landscape aesthetic of the affected refuge. Lighted construction areas could affect nocturnal activities, including foraging, decreasing reproductive success, or altering territories. In addition, artificial lighting at night may increase predation risk by allowing predators, such as owls, to hunt more efficiently. However, the main visual impacts would be caused by construction of the proposed build alternatives, and these would not constitute a constructive use, as construction activities would be temporary in nature and the project areas disturbed would be restored to pre-project conditions. Any permanent lighting additions would be limited to safety lighting at intersections. Further, measures to ensure that project light and glare would not result in adverse, indirect visual effects are proposed in Section 8.3, *Measures to Minimize Harm to Lake Mathews Multiple Species Reserve*.

#### **8.2.4.3 Air Quality**

Indirect air quality impacts as a result of the build alternatives are not expected to result in a constructive use of the affected refuge. As detailed in the *Air Quality Study Report* (Caltrans 2017) prepared for this project, although construction emissions would result from grubbing/land clearing, grading/excavation, drainage/subgrade construction, paving, and the commuting patterns of construction workers, the emissions would be temporary and the contractor would comply with all air pollution control ordinances and statutes that apply to any work performed pursuant to the contract. Air quality during operation of the build alternatives would be worsened due to the increase in traffic volumes. However, the build alternatives are not expected to result in exceedances of either the National Ambient Air Quality Standards or California Ambient Air Quality Standards related to carbon monoxide, would not be considered a “project of air quality concern,” as defined by 40 CFR 93.123, and do not have potential for meaningful mobile-source air toxics emissions effects and are not linked with any special mobile-source air toxics concern. The incremental increase in air quality impacts during construction and once the proposed project is in operation would not inhibit the function of the existing refuge. As such, the build alternatives would not result in a Section 4(f) constructive use of the refuge due to air quality impacts.

#### **8.2.4.4 Noise and Vibration**

The LMR lands are currently subject to indirect noise impacts due to their proximity to Cajalco Road, La Sierra Avenue, and El Sobrante Road. Existing modeled noise levels within areas of the LMR that would not be subject to permanent or temporary uses currently range between 44 and 65 dBA, depending on proximity to the existing roadways. The temporary increase in noise impacts during construction of the build alternatives would not inhibit the function of the existing refuge that is already subject to noise with measures designed to minimize the exposure of sensitive land uses to noise levels during construction activities. Refer to Section 8.3, *Measures to Minimize Harm to Lake Mathews Multiple Species Reserve*. Predicted noise levels

within these areas of the LMR under the build alternatives would range between 36 and 69 dBA. The incremental increase in noise levels once the build alternatives are in operation would not inhibit the function of the existing refuge that is already subject to noise. As such, the build alternatives would not result in a Section 4(f) constructive use of the refuge due to indirect noise impacts.

Vibration impacts as a result of the build alternatives would not result in a constructive use of any of the refuge. Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance from the piece of construction equipment. These impacts would be short term and would not inhibit the function of the refuge with the incorporation of measures that would control and minimize the amount of vibration exposed to surrounding areas during construction. Refer to Section 8.3, *Measures to Minimize Harm to Lake Mathews Multiple Species Reserve*. During operation of the build alternatives, ground-borne vibration impacts are not anticipated beyond the impacts currently experienced as a result of vehicles traveling through the study area. Therefore, there would be no vibration impacts at the refuge that would result in a Section 4(f) constructive use.

#### **8.2.4.5 Vegetation and Wildlife**

All three build alternatives would result in impacts on vegetation and wildlife communities within the LMR (refer to Table 8-3 for specific acreages for each build alternative). Impacts from any of the build alternatives on the LMR would permanently remove lands needed to fulfill the conservation goals described in the LM MSHCP. Therefore, replacement lands would need to be acquired and an adjustment to the LM MSHCP may be necessary, along with federal Endangered Species Act, California Endangered Species Act, and Natural Community Conservation Plan permits and agreements. Replacement lands would be beneficial to the vegetation and wildlife communities within the LMR, and therefore would not result in adverse indirect effects.

Each of the three build alternatives would remove the existing asphalt or roadbed along portions of the existing Cajalco Road alignment, and restore the land to the natural topography and vegetation. This impact would be permanent and beneficial for vegetation and wildlife. The areas where roadbed removal would occur are not currently within existing reserve lands; however, these areas would be added to reserve lands and serve to offset some loss of the affected reserve areas (refer to Table 8-4). Within portions of the roadbed removal areas, a 20-foot dirt road would remain for MWD use and reserve access.

The potential for proximity impacts and indirect effects to areas of the LMR located adjacent to the project as a result of project operations would not differ appreciably from the existing conditions as the project alignment would not deviate from an existing operating roadway in most locations. For those locations within the LMR where roadway realignments are proposed, the potential for proximity impacts and indirect effects on vegetation and wildlife related to roadway operations was evaluated, including: increased risk of fire and litter; increased noise and light from traffic; erosion, siltation, sedimentation, and runoff; habitat fragmentation; and, introduction of invasive plant species. The widened, paved roadway shoulders, proposed by the project would minimize dust and provide greater distance between traffic and adjacent sensitive, vegetated habitat areas. The project also proposes the addition of wildlife crossings, and fencing



to guide the use of crossings and deter wildlife from entering the roadway, throughout areas of the SKR Core Reserve within the project limits. These crossings and fencing would be designed to meet or exceed WRC MSHCP guidelines, and include monitoring and maintenance to ensure their continued viability and function (see Measure BIO-19). With the above project features, and implementation of measures described in the *Natural Environment Study* and listed in Section 8.3, *Measures to Minimize Harm to Lake Mathews Multiple Species Reserve*, impacts on vegetation and wildlife, including wildlife movement and habitat connectivity throughout the project area, would be avoided, minimized, or otherwise mitigated for. Refer to the *Natural Environment Study* (Caltrans 2018b; 2021) prepared for this project for additional detail regarding project efforts to minimize impacts on wildlife habitat.

Temporary indirect effects are those secondary effects that would only occur during construction-related activities and could temporarily alter plant growth, survival, dispersal or germination; fragment habitat; alter hydrology; result in water or soil contamination; or increase litter and pest attractiveness. The potential temporary indirect effects include increased risk of fire, chemical spills during construction, increased dust levels, risk of introduction of invasive plant species, and increased trash, each of which can contribute to a temporary degradation of habitat and water quality. Construction activities performed during day or night could also alter behavior of wildlife moving through the landscape. Avoidance and minimization measures described in the *Natural Environment Study* and listed in Section 8.3, *Measures to Minimize Harm to Lake Mathews Multiple Species Reserve*, would ensure the potential indirect effects during project construction are reduced or eliminated.

With implementation of the avoidance and minimization measures and best management practices, and in consideration of the small percentage of the total refuge acreage affected by the project, a Section 4(f) constructive use would not occur at this refuge for vegetation and wildlife impacts. As such, although there would be vegetation and wildlife impacts at the refuge, they would not be so extreme as to result in a Section 4(f) constructive use.

#### **8.2.4.6 Water Quality**

The proposed project is located within the Santa Ana River Region Watershed (hydrologic basin). The project site is within the Santa Ana River (801.00) and San Jacinto Valley (802.00) Hydrologic Units. Nearby and adjacent surface waters include Cajalco Creek, Temescal Wash, Lake Mathews, Arlington Channel, and Perris Valley Channel. Existing water quality conditions in the project area are good as indicated by the fact that Temescal Wash (Reach 2), Lake Mathews, and Cajalco Creek and its tributaries are not listed on the Clean Water Act 303(d) list as Impaired Water Bodies for any pollutant within the Santa Ana Region Watershed. Likewise, there are no Total Maximum Daily Loads that relate to the project site.

Operation of the proposed project would not require the use of water supplies and, therefore, would have no impact on beneficial uses of the receiving waters related to municipal and domestic, warm freshwater habitat, and wildlife habitat uses.

The project could result in short-term, temporary construction impacts on water quality related to pavement breaking, grading, establishment and use of construction staging areas, and other soil-disturbing construction activities during project construction. Potential pollutant sources include construction materials and equipment, such as vehicle fluids; concrete and masonry products; landscaping and other products; and contaminated soils.

Similarly, operation of the build alternatives also has the potential to affect water quality. Potential pollutant sources associated with operation include motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care. However, with implementation of the minimization measures listed in Section 8.3, *Measures to Minimize Harm to Lake Mathews Multiple Species Reserve*, short- and long-term water quality impacts associated with the build alternatives would not impair water quality such that the activities, features, and/or attributes that qualify the refuge for protection under Section 4(f) would be substantially affected.

#### 8.2.4.7 Draft Constructive Use Analysis Conclusion

As described above, the proximity impacts of the build alternatives would not be so severe that they substantially impair the activities, features, and attributes that qualify the property for Section 4(f) protection. Therefore, Build Alternatives 1, 2C, and 4 would not result in a constructive use of the LMR.

Formal consultation with MWD to confirm the findings of this Section 4(f) analysis, including *de minimis* finding for the LMR, will occur following public review of this Section 4(f) documentation. Thereafter, correspondence with the official with jurisdiction over LMR lands will be added to Attachment A of this Section 4(f) appendix.

### 8.3 Measures to Minimize Harm to Lake Mathews Multiple Species Reserve

Measures that minimize harm to the LMR include those that avoid, minimize, rectify, or compensate for impacts on the protected activities, features, and attributes of the LMR as a result of direct use. To compensate for the loss of natural lands on the Lake Mathews Multiple Species Reserve, the County will coordinate with LMRMC to develop a suite of mitigation measures that demonstrate biological equivalency to offset the loss, including the acquisition of adequate replacement and restoration of lands, fencing to aid in management of the LMR, and funding to be used towards Reserve management. Acquisition of replacement lands to compensate for the permanent loss of Reserve lands, and restoration to mitigate temporary impacts to reserve lands, would occur at a minimum 1:1 ratio, as indicated in Table 8-4, consistent with Measures **BIO-15** and **BIO-17** listed in Table 8-5. Replacement lands will occur adjacent to the existing reserve so that they can be managed by LMRMC and MWD security.

**Table 8-4. Proposed Replacement and Restoration for LMR - Build Alternatives 1, 2C and 4**

Vegetation Community Association	Mitigation Type				Total Minimum Compensation (acres)
	Replacement (acres) <sup>1, 2</sup>	Restoration (acres) <sup>2</sup>	Minimum Mitigation Ratio	Roadbed Removal <sup>3</sup>	
BUILD ALTERNATIVE 1					
Nonnative Grassland	91.86	14.24	1:1	0.14	106.24
Riversidian Sage Scrub	22.96	3.08	1:1	--	26.05
Riparian	5.49	3.47	1:1	--	8.95
Total – Build Alternative 1	120.31	20.79	1:1	0.14	141.24
BUILD ALTERNATIVE 2C					
Nonnative Grassland	72.17	15.44	1:1	0.07	87.68



Riversidian Sage Scrub	35.36	3.68	1:1	0.10	39.13
Riparian	3.67	3.33	1:1	0.00	7.00
<b>Total – Build Alternative 2C</b>	<b>111.21</b>	<b>22.44</b>	<b>1:1</b>	<b>0.16</b>	<b>134.53</b>
<b>BUILD ALTERNATIVE 4</b>					
Nonnative Grassland	31.39	6.25	1:1	0.22	37.85
Riversidian Sage Scrub	24.84	2.33	1:1	0.49	27.66
Riparian	0.30	0.18	1:1	0.00	0.47
<b>Total – Build Alternative 4</b>	<b>56.52</b>	<b>8.76</b>	<b>1:1</b>	<b>0.70</b>	<b>65.99</b>
<sup>1</sup> All totals are rounded to the nearest 100 <sup>th</sup> . <sup>2</sup> Replacement and restoration acreages are only for natural lands suitable for Lake Mathews MSHCP covered species. These lands have been generally categorized as nonnative grassland, Riversidian sage scrub, and riparian. No developed areas or exotic/invasive vegetated areas would require compensation. <sup>3</sup> Roadbed removal would restore native vegetation suitable for this species and has already been removed from the total compensation requirements.					

An HMMP will be prepared for on-site restoration of areas temporarily affected by the proposed project (**BIO-15**). A fencing plan assessment will be performed under **BIO-21** and coordinated with the LMRMC to ensure the plan design is consistent with land management requirements for the reserve. In addition, the County will provide funding to LMRMC that would cover costs associated with long-term management, including additional security, maintenance of new fencing, security camera's, and/or management of new reserve properties (**BIO-31**). The details for land acquisitions and funding requirements will be coordinated with LMRMC. Final selection of mitigation would be contingent upon approval by LMRMC. In addition, removal of the existing roadbed will return lands to natural topography and revegetate with native vegetation.

The measures listed in Table 8-5 below would avoid, minimize, rectify, and compensate for impacts on natural and suitable habitats, protective fencing, and reserve management and maintenance activities. For a full description of each measure, please refer to their corresponding measure number, listed in parentheses, in the Draft EIR/EIS.

**Table 8-5. Measures to Minimize Harm to LMR**

<b>Measure #</b>	<b>Avoidance, Minimization, and Mitigation Measures</b>
<b>BIO-2</b>	Watering for dust control (NC-2 [NES BIO-2]) Active construction areas will be watered regularly to control dust and thus minimize impacts on adjacent vegetation (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3).
<b>BIO-3</b>	Use of appropriate firefighting equipment for construction-caused wildfires. Educate personnel on fire hazards and fire risk (NC-3 [NES BIO-3]) When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to any natural vegetation communities, appropriate firefighting equipment (e.g., extinguishers, shovels, water tankers) will be available on the project site during all phases of project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventative methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires will advise contractors regarding fire risk from all construction-related activities (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3).

Measure #	Avoidance, Minimization, and Mitigation Measures
<b>BIO-4</b>	<p>Biological resource training for construction personnel (NC-4 [NES BIO-4])</p> <p>A qualified biologist will prepare and present an environmental training program for project and construction personnel (Western Riverside County Multiple Species Habitat Conservation Plan [WRC MSHCP] Volume I, Section 7.5.3) prior to grading or staging. As new personnel are added to the project, they will be required to participate in the training. The training will include a description of the species of concern and their habitats, the general provisions of the federal Endangered Species Act and California Endangered Species Act and the WRC MSHCP, the need to adhere to the provisions of the acts and the WRC MSHCP, the penalties associated with violating the provisions of the acts, the general measures that are being implemented to conserve the species of concern as they relate to the proposed project, and the access routes to and project site boundaries within which the project activities must be accomplished (WRC MSHCP Volume I, Appendix C).</p>
<b>BIO-5</b>	<p>Biological construction monitoring (NC-5 [NES BIO-5])</p> <p>The qualified project biologist will monitor construction activities to ensure that practicable measures are being employed and avoid incidental disturbance of habitat and species of concern outside the project footprint (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3). Special attention will be provided to ensure that the environmentally sensitive area fencing required in Measure NC-6 is maintained. Additionally, ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of best management practices. This will be done in concert with Measure NC-6, below, which includes the fencing of sensitive areas (e.g., riparian-riverine resources and jurisdictional waters and wetlands adjacent to the limits of disturbance and conserved lands).</p>
<b>BIO-6</b>	<p>Establish environmentally sensitive area fencing and avoid environmentally sensitive areas (NC-6 [NES BIO-6]; AS-7 [NES BIO-20])</p> <p>Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) will be the minimal area necessary to complete the proposed project and will be specified in the construction plans. Construction limits adjacent to sensitive resource areas will be demarcated using environmentally sensitive area (ESA) fencing (e.g., orange snow fencing, silt fencing). The ESA fencing will be reviewed at a frequency deemed necessary by the biological monitor (as indicated in Measure NC-5) until the completion of all construction activities. For the ESA fencing installed within Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) Core Reserve (Riverside County Habitat Conservation Authority Stephens' Kangaroo Rat Reserve and Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan area), the fencing must exclude reptiles and amphibians (to greatest extent feasible) from entering the limits of disturbance. Employees will be instructed that their activities are restricted to the construction areas (WRC MSHCP Volume I, Appendix C). Access to sites will be from pre-existing access routes to the greatest extent possible (WRC MSHCP Volume I, Section 7.5.3 and Appendix C).</p>
<b>BIO-7</b>	<p>Removal of vegetation and exotic species during construction (NC-7 [NES BIO-7])</p> <p>Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3). Vegetation removed from the project site will be covered while being carried on trucks, and vegetation materials removed from the site will be disposed of in accordance with applicable laws and regulations.</p>
<b>BIO-8</b>	<p>Reduce potential for spread of noxious weeds (NC-8 [NES BIO-8])</p> <p>Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. The cleaning of equipment will occur at least 300 feet from environmentally sensitive area fencing to prohibit the spread of invasive species.</p>
<b>BIO-9</b>	<p>Hydroseeding bare ground after construction is completed (NC-13 [NES BIO-9], PF VIS-1)</p> <p>Post-construction, any disturbed areas remaining as bare ground will be returned to natural contour grades, decompacted to eliminate compressed soils and allow for plant establishment, and hydro-seeded with a County of Riverside–approved native plant seed mix. This seed mix shall not contain any species listed on the California Integrated Pest Council Inventory.</p>



Measure #	Avoidance, Minimization, and Mitigation Measures
<b>BIO-10</b>	Water Pollution and Erosion Control Plans (NC-10 [NES BIO-10], PF WQ-1, PF WQ-2, PF WQ-4) Plans for water pollution and erosion control (i.e., Storm Water Pollution Prevention Plan [SWPPP]) will be prepared in accordance with project aquatics permits (refer to Section 3.10, <i>Water Quality and Storm Water Runoff</i> , for additional details for the SWPPP). The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by the County of Riverside prior to construction (Western Riverside County Multiple Species Habitat Conservation Plan [WRC MSHCP] Volume I, Section 7.5.3).
<b>BIO-11</b>	Defining the Limits of Disturbance (NC-11 [NES BIO-11]) The limits of disturbance (LOD), including the upstream, downstream, and lateral extents on either side of any stream adjacent to the project impact footprint, will be clearly defined and marked in the field. Monitoring personnel (biology) will review the LOD prior to initiation of construction activities (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3 and Appendix C). This will ensure avoidance of jurisdictional areas and riparian habitat.
<b>BIO-12</b>	Placement of Construction Equipment (NC-12 [NES BIO-12]) During construction, the placement of equipment within a stream or on adjacent banks or adjacent upland habitats occupied by Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) covered species that are outside of the project footprint will be avoided (WRC MSHCP Volume I, Section 7.5.3 and Appendix C).
<b>BIO-14</b>	Replacement of Riparian/Riverine Resources (NC-15 [NES BIO-14]) Compensation for permanent impacts on riparian-riverine resources will occur as a combination of enhancement, restoration, and/or creation, at a ratio that achieves no net loss of riparian-riverine resources. Compensation can also occur through the purchase of mitigation bank credits through the Riverside-Corona Resource Conservation District In-lieu Fee Program (ILFP), Santa Ana Watershed Association, a permittee responsible mitigation bank, and/or other approved mitigation provider, and/or creation of riparian-riverine resources, including federal and state jurisdictional water resources. For riparian resources, a mitigation ratio of no less than 3:1 is proposed and for riverine resources, no less than 1:1 ratio, are currently proposed. A mitigation ratio of no less than 2:1 is proposed for permanent shading of riparian vegetation and wetlands to address temporal loss of these habitats. Mitigation for all aquatic resources will be biologically superior or equivalent to resources occurring onsite. <sup>11</sup> Compensatory mitigation should be coordinated with Clean Water Act 401 and 404 permitting and California Department of Fish and Wildlife (CDFW) 1602 Lake and Streambed Alteration Agreement acquisition to ensure efficiencies with the mitigation effort. The temporary impacts on riparian-riverine resources may be replaced through restoration of the temporarily affected area to pre-project conditions at no less than a 1:1 ratio, or through the purchase of mitigation bank credits, a permittee responsible mitigation bank, or other approved mitigation program. Details of the compensation for riparian-riverine resources will be provided in the Determination of Biologically Equivalent or Superior Preservation (Measure NC-14). Because the federally and state-listed as endangered least Bell's vireo occupies the riparian-riverine areas at Temescal Creek, Cajalco Creek, and other unnamed drainages proposed for impact, the compensation for both Western Riverside County Multiple Species Habitat Conservation Plan riparian-riverine and least Bell's vireo should also be integrated. Compensatory mitigation will be coordinated with USACE Clean Water Act (CWA) 404 authorization, Regional Water Quality Control Board (RWQCB) CWA 401 Certification, CDFW Fish and Game Code 1602 Streambed Alteration Agreement acquisition (measure WET-1 in Section 3.18), and Western Riverside County Multiple Species Habitat Conservation Plan riparian-riverine requirements to ensure efficiencies with the mitigation effort. Final mitigation ratios will be determined after consultation with the U.S. Army Corps of Engineers, Regional Water Quality Control Board, U.S. Fish and Wildlife Service, and CDFW.

<sup>11</sup> Mitigation ratios may differ based on the location of riparian/riverine resources within the limits of disturbance. For example, riparian habitat within Temescal Wash may be mitigated at a higher ratio due to the quality of functions and values for wildlife movement, "live-in" habitat for sensitive species (i.e., least Bell's vireo), and water quality functions.

Measure #	Avoidance, Minimization, and Mitigation Measures
<b>BIO-15</b>	<p>Restoration for Temporary Impacts within the LM MSHCP Area (NC-19 [NES BIO-15])</p> <p>Restoration of temporary impact areas on the Lake Mathew Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan area will be accomplished through on-site restoration of those temporarily affected areas. A Habitat Mitigation and Monitoring Plan will be developed in consultation with Lake Mathews Reserve Management Committee, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife.</p>
<b>BIO-16</b>	<p>Lighting Restrictions (AS-2 [NES BIO-16])</p> <p>The Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) requires that shielding be incorporated in project designs to ensure ambient lighting in WRC MSHCP conservation areas is not increased (WRC MSHCP Volume I, Section 6.1.4). Night lighting will be directed away from natural lands within existing and proposed WRC MSHCP conservation areas in order to support potential linkage and core functions during construction. This is intended to protect species within existing and proposed WRC MSHCP conservation areas from direct night lighting during construction, if activities occur at night.</p>
<b>BIO-17</b>	<p>Replacement Lands for Permanent Impacts within the LM MSHCP Area (NC-17 [NES BIO-17])</p> <p>Compensation for permanent loss of habitat on the Lake Mathew Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (LM MSHCP) area will be accomplished through the acquisition of replacement lands; a 1:1 ratio is currently proposed. These lands will provide equivalent or greater habitat value and be located adjacent to the existing LM MSHCP area.</p>
<b>BIO-18</b>	<p>Noise Reduction for Equipment (TE-1 [NES BIO-18]; PF NOI-1)</p> <p>Between March 15 and September 15, all heavy equipment will install and maintain mufflers or other noise-reducing features will be installed when working at Temescal Creek and Cajalco Creek. Additionally, a biological monitor shall be present for activities occurring within or adjacent to riparian habitats where the potential for noise levels to exceed 60 A-weighted decibels may occur at the edge of suitable habitat. If construction noise is negatively affecting least Bell's vireo or other nesting birds, as determined by the biological monitor, work shall cease (unless authorized by the wildlife agencies) until adequate sound barriers can be constructed to reduce noise levels at the edge of the riparian corridor. It may be most effective to construct noise barriers prior to March 15 to ensure construction delays do not occur. All noise barriers will need to be placed within the limits of disturbance.</p>
<b>BIO-19</b>	<p>Wildlife Fencing Plan (NC-16 [NES BIO-19])</p> <p>A Wildlife Fencing Plan will be developed and implemented for the preferred build alternative. Prior to finalizing the wildlife fencing design, the impacts of and interaction between wildlife fencing and other fencing (e.g., Lake Mathews and other local fencing) in the project area of the preferred build alternative shall be fully assessed and analyzed. If it is determined that fencing in the project area (i.e., either project-related fencing or other fencing) will hinder or interfere with wildlife movement or the function and value of wildlife crossings, the wildlife fencing plan (and project design) shall include design considerations that will lessen these impacts.</p>
<b>BIO-20</b>	<p>ESA Fencing (AS-7 [NES BIO-20])</p> <p>Environmentally sensitive area (ESA) fencing must be sufficient to prevent the entry of animals into the limits of disturbance. Once the ESA fencing has been installed (NC-6), a preconstruction reptile and amphibian clearance survey will be conducted no more than 3 days prior to site grubbing and grading of lands in the area. If construction is to follow in stages, then the preconstruction clearance survey would be scheduled to follow just prior to site grubbing and grading. Clearance surveys will be conducted during the appropriate time of day when reptiles and amphibians are active.</p>



Measure #	Avoidance, Minimization, and Mitigation Measures
<b>BIO-21</b>	<p>Replacement of PQP Lands (NC-20 [NES BIO-21])</p> <p>Public/Quasi-Public (PQP) lands in Existing Core C and Proposed Extension of Existing Core 2 and Proposed Linkage 3 that will be permanently removed are proposed to be replaced at a minimum 1:1 ratio. This will be coordinated with riparian-riverine compensation and jurisdictional resources permitting (Measure WET-1), as feasible. An evaluation of existing functions and value of PQP conserved lands within the project area will be performed as part of the Project Equivalency Determination, to provide accurate estimate of potential impacts (direct and indirect) and ensure the proposed replacement lands are equivalent or superior to those lands proposed for impact. Prior to land acquisition, an equivalency report will be provided that analyzes the existing biological resources being permanently removed compared to the biological resources supported by the lands proposed for acquisition. The resource mitigation values will need to be equivalent or superior to what is being removed. The Lake Mathews Reserve Management Committee (LMRMC) will be consulted regarding mitigation lands proposed within Lake Mathews Multiple Species Reserve PQP conserved lands, and provided opportunity for input on the selection of lands. Execution of this mitigation measure will include compensatory mitigation needed for least Bell's vireo (refer to Measure TE-2 in Section 3.21.4) and Western Riverside County Multiple Species Habitat Conservation Plan riparian-riverine resources (Measures NC-14, NC-15, NC-17, and NC-19). The Equivalency Determination will be reviewed by the Western Riverside County Regional Conservation Authority (RCA), U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and LMRMC, and approved by RCA, USFWS, and CDFW.</p>
<b>BIO-22</b>	<p>Collection of Paniculate Tarplant Seeds (PL-1 [NES BIO-22])</p> <p>Seeds for paniculate tarplant will be collected prior to construction activities. Seeds will be stored and redistributed after construction is completed.</p>
<b>BIO-23</b>	<p>Apply Minimum Lighting Standards (PF VIS-4)</p> <p>All artificial outdoor lighting and overhead street lighting will be limited to only those locations where it is absolutely necessary for safety and security requirements, such as intersections. In most cases, lighting will consist of County lighting standards that are up to 35 feet in height, and the minimum required for driver safety. Lighting will be designed using the Illuminating Engineering Society's design guidelines and in compliance with International Dark-Sky Association-approved fixtures. All lighting will be designed to have minimum impact on the surrounding environment and will use downcast, cut-off type fixtures that are shielded and direct the light only toward objects requiring illumination. Therefore, lights will be installed at the lowest allowable height and cast low-angle illumination while minimizing incidental light spill onto adjacent properties or open spaces, or backscatter into the nighttime sky. The lowest allowable wattage will be used for all lighted areas, and the number of nighttime lights needed to light an area will be minimized. Light fixtures will have non-glare finishes that will not cause reflective daytime glare.</p> <p>Lighting will be designed for energy efficiency, with daylight sensors or timers with an on/off program. Lights will provide good color rendering with natural light qualities, with the minimum intensity needed for security, safety, and personnel access. Lighting, including light color rendering and fixture types, will be designed to be aesthetically pleasing. Light-emitting diode (LED) lighting will avoid the use of blue-rich white light lamps (BRWL) lamps and use a correlated color temperature that is no higher than 3,000 Kelvin, consistent with the International Dark-Sky Association's Fixture Seal of Approval Program (International Dark-Sky Association 2010a, 2010b, 2015). In addition, LED lights will use shielding to ensure that nuisance glare and light spill does not affect sensitive residential viewers. Technologies to reduce light pollution evolve over time; design measures that are currently available may help but may not be the most effective means of controlling light pollution once the project is designed. Therefore, all design measures used to reduce light pollution will use the technologies available at the time of project design to allow for the highest potential reduction in light pollution.</p>
<b>BIO-24</b>	<p>Disposal of Trash (NC-9 [NES BIO-24])</p> <p>To avoid attracting predators of special-status species, the project site will be kept as clean of debris as possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site(s) (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Appendix C)</p>

Measure #	Avoidance, Minimization, and Mitigation Measures
<b>BIO-25</b>	<p>Post-Construction BMPs (PF WQ-3)</p> <p>Post-construction best management practices will be implemented to the maximum extent practicable, consistent with the requirements of the National Pollutant Discharge Elimination System permit and Waste Discharge Requirements for the County of Riverside's Municipal Separate Storm Sewer System Permit in place at the time of project approval.</p>
<b>BIO-26</b>	<p>Air Pollution Control (PF AQ-1)</p> <p>The project would conform to California Department of Transportation (Caltrans) construction requirements, as specified in the Caltrans' Standard Specifications, Section 14-9.02 (Air Pollution Control). The contractor will comply with all air pollution control ordinances and statutes which apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances, and statutes specified in Section 11017 of the Government Code.</p>
<b>BIO-27</b>	<p>Fugitive Dust Rule 403 (PF AQ-2)</p> <p>South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust) requires that fugitive dust control measures be applied to all construction projects in the South Coast Air Basin, unless said project is specifically exempted by the rule. Construction projects that are classified as "large operations" (i.e., 20 hectares [50 acres] or larger) are required to submit a fully executed Large Operation Notification Form (Form 403 N) to the Executive Office of SCAQMD within 7 days of qualifying as a large operation and to maintain daily records to document the specific control actions taken. The control measures incorporated in the rule are available in a Rule 403 Implementation Handbook.</p>
<b>BIO-28</b>	<p>Handling, Transport, and Disposal of Wastes (PF HAZ-3)</p> <p>Wastes and petroleum products used or encountered during construction will be collected, transported, and removed from the project site in accordance with Resource Conservation and Recovery Act regulations and federal/Occupational Health and Safety Administration standards, including Waste Management and Materials Pollution Control Best Management Practices (BMPs) – Spill Prevention and Control, Materials; and Waste Management BMPs, Hazardous Waste Management.</p>
<b>BIO-29</b>	<p>Pet Policy (AS-6 [NES BIO-29])</p> <p>Construction staff will not be permitted to bring their pets in, or adjacent to, the construction area.</p>
<b>BIO-30</b>	<p>Stephens' Kangaroo Rat Management Plan (TE-3 [NES BIO-30])</p> <p>Prior to the start of construction activities, a Stephens' kangaroo rat (SKR) management plan will be developed for project activities occurring on the Riverside County Habitat Conservation Agency (RCHCA) SKR Reserve to minimize direct impacts on the species. At a minimum this measure will include: (1) preconstruction surveys by a qualified biologist; and (2) avoidance and minimization measures to reduce impacts on SKR.</p> <p>The SKR management plan will be consistent with existing reserve management guidelines that will be coordinated with RCHCA. In addition, the management plan will submitted for review by RCHCA, U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and Lake Mathews Reserve Management Committee (as the plan pertains to the Lake Mathews Multiple Species Reserve area).</p>
<b>BIO-31</b>	<p>Preconstruction Surveys (AS-3 [NES BIO-28])</p> <p>Preconstruction clearance surveys for sensitive wildlife species will be performed within 3 days prior to construction to flush the species from the construction footprint following the installation of Environmentally Sensitive Area (ESA) fencing. ESA fencing must be sufficient to prevent the entry of animals into the limits of disturbance (LOD) as feasible. Burrowing wildlife will be relocated from the site as feasible during preconstruction clearance surveys.</p>



Measure #	Avoidance, Minimization, and Mitigation Measures
<b>BIO-32</b>	Funding Endowment for the LM MSHCP (NC-18 [NES BIO-31]) To compensate for the loss of natural lands on the Lake Mathew Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (LM MSHCP) area, the County of Riverside will coordinate with Lake Mathews Reserve Management Committee (LMRMC) to develop a suite of mitigation measures that demonstrate biological equivalency to offset the loss, including the acquisition of adequate replacement and restoration of lands (Measures NC-17 and NC-19), fencing to aid in management of the Lake Mathews Multiple Species Reserve (LMR) (Measure NC-16), and funding to be used toward LMR management. The County of Riverside will develop the funding mechanism with input from the LMRMC that will be used to support management of new reserve lands acquired for the LM MSHCP area and any existing reserve lands, along with shared maintenance and security costs for the LM MSHCP area.
<b>BIO-33</b>	Cajalco Creek Dam and Detention Basin, and Cajalco Creek Sedimentation Basin (HYD-1) The County of Riverside (County) will coordinate directly with Metropolitan Water District of Southern California (MWD) to obtain approval for right of way acquisition involving the Cajalco Creek Dam and Detention Basin and Cajalco Creek Sedimentation Basin. The County will coordinate directly with MWD in the preparation of a site-specific Drainage Study to evaluate the changes in runoff and floodplain encroachment into the Cajalco Creek Dam and Detention Basin and the Cajalco Creek Sedimentation Basin, and determine whether the conversion of right of way would affect operation of the dam and basins. If operation of the basins is affected by the project, engineering recommendations will be provided, and implemented as necessary, to ensure continued operation of the dam and basins. Recommendations could include regular maintenance of the dam and basins to remove sediment buildup, excavation to offset capacities of the dam and basins, or expansion of the dam and basins to the north or south depending on the build alternative selected. The County will be responsible for implementation of the engineering recommendations as part of the proposed project.
(##-##) indicates corresponding measure in EIR/EIS.	

## 8.4 Draft Section 4(f) De Minimis Finding

The build alternatives would result in direct and temporary use of the LMR. No constructive use of this resource is anticipated under the build alternatives.

All three build alternatives would require permanent use of the LMR. Build Alternative 1 would require permanent use of 121.51 acres of natural habitat within the LMR that is currently used for target species of the LM MSHCP, and fulfillment of ESA coverage and mitigation requirements. The use would occur in the form of permanent acquisition and easements, representing 2.4 percent of the refuge's pre-project acreage. Build Alternative 2C would require permanent use of 113.2 acres of natural habitat within the LMR in the form of permanent acquisition and easements, representing 2.2 percent of the refuge's pre-project acreage. Build Alternative 4 would require permanent use of 58.39 acres of natural habitat within the LMR in the form of permanent acquisition and easements, representing 1.1 percent of the refuge's pre-project acreage.

Impacts on the Cajalco Creek Sedimentation Basin, Cajalco Creek Dam and Detention Basin, and Inlet Channel, under all three build alternatives, and to the Northern Lake Mathews Dike, piezometers, and segments of the Upper and Lower Feeder Pipelines, under Build Alternative 4, would also potentially impair operation and maintenance of Lake Mathews as a water supply facility.

With the application of project avoidance, minimization, and compensatory measures listed in Section 8.3, *Measures to Minimize Harm to Lake Mathews Multiple Species Reserve*, impacts on the LMR, including on the natural and suitable habitats of the LMR, would be minimized, and the project would not interfere with the continued primary purpose and functions of the LMR.

Permanent use under each build alternative would represent less than 3 percent of the total property, and impacts on the features and attributes that qualify the resource for Section 4(f) protection within the areas affected would be minimized, or otherwise mitigated for through measures listed in Section 8.3, *Measures to Minimize Harm to Lake Mathews Multiple Species Reserve*. Therefore, the proposed acquisitions and associated use under all three build alternatives are eligible to be considered as a *de minimis* impact.

All three build alternatives would result in temporary use within the LMR. Build Alternative 1 would result in temporary use of 22.13 acres, Build Alternative 2C would result in temporary use of 25.63 acres, and Build Alternative 4 would result in temporary use of 10.06 acres. During construction, measures identified in Section 8.3, *Measures to Minimize Harm to Lake Mathews Multiple Species Reserve*, would be applied to prevent permanent impacts. Following construction, areas temporarily occupied during construction would be treated consistent with the measures in Section 8.3 and restored to pre-project conditions.

Agreement regarding the above conditions related to *de minimis* use of the LMR will be documented through the formal Section 4(f) consultation process with MWD, RCHCA, CDFW and USFWS, following public review of this Section 4(f) documentation. Following an opportunity for public review and comment, the official(s) with jurisdiction over the property provides written concurrence; then Caltrans (as assigned by FHWA) makes the final determination on the *de minimis* impact finding.

All three build alternatives would result in permanent and temporary *de minimis* use of LMR. Transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property; therefore, an analysis of avoidance alternatives is not required.

## **8.5 Coordination Conducted for Lake Mathews Multiple Species Reserve**

Since 2011, the County, Caltrans, and consultants have coordinated with MWD, RCHCA, the Lake Mathews Reserve Management Committee, and CDFW and USFWS staff regarding potential project impacts and potential avoidance and minimization measures to be implemented during construction at LMR lands. Meetings and further correspondence between the County and Caltrans with agency staff continued throughout development of the EIR/EIS (see Chapter 5, *Comments and Coordination*, of the EIR/EIS). The following communications and coordination regarding the LMR occurred in 2021 as a continuance of Section 4(f) coordination, and as part of the 23 United States Code (USC) Section 139, Efficient Environmental Review process.

On March 3, 2021, Aaron P. Burton, Senior Environmental Planner for Caltrans District 8, sent an email inquiry to Sean Carlson and Alexander Marks of MWD, seeking input from MWD on the following information regarding the LMR:

- Primary purpose of the LMR;
- Confirmation that MWD is the official with jurisdiction over the LMR;
- Primary activities, features, attributes, and/or functions of the LMR;



- Areas of the LMR that may be considered significant for use as a wildlife or waterfowl refuge; and
- Availability of public access to the LMR.

On March 23, 2021, a conference call was held between Caltrans (Aaron P. Burton), MWD (Sean Carlson and Alexander Marks), County of Riverside (Mary Zambon), and ICF (Brian Calvert, Keturah Anderson, and Marisa Flores) regarding the refuge inquiry presented to MWD March 3, 2021. It was agreed on the call that MWD would confer with appropriate contacts at MWD and prepare a formal response to the original inquiry.

On May 5, 2021, Aaron P. Burton received a letter from Jennifer Harriger, Unit Manager for the Environmental Planning Section of MWD, responding to the March 3, 2021, information request. In the letter, background information regarding the LMR and responses to the following questions were provided:

- What is the background and purpose of the LMR?
- Is MWD the official with jurisdiction over the LMR?
- What are the primary activities, features, attributes, and/or functions of the LMR?
- What are the areas of the LMR that may be considered significant for use as a wildlife or waterfowl refuge?
- What is the extent of public access to the LMR?

The letter from MWD and related email inquiry from Caltrans are included in Attachment A to this Section 4(f) appendix.

On June 9, 2021, Aaron P. Burton (Caltrans) received a letter from Jennifer Harriger (MWD), containing preliminary comments on the Administrative Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation for the Cajalco Road Widening and Safety Enhancement Project. This comment letter is also included in Attachment A to this Section 4(f) appendix.

This Section 4(f) analysis of the LMR has been updated in response to the information and comments provided by MWD in the May 5<sup>th</sup> and June 9<sup>th</sup> letters.

The LM MSHCP does not include a prescribed amendment or process to allow changes to the plan in response to public safety and/or access needs. Therefore, an appropriate discretionary action or actions coordinated between the County and LM MSHCP responsible parties is proposed as part of the project to accommodate the proposed roadway improvements, and may include a new LM MSHCP amendment along with the development of procedures for the amendment. Because the LM MSHCP involves multiple management areas, managing documents, governing structures, and existing agreements, the amendment or other discretionary action or actions necessary to accommodate the project would address the various agreements, conservation easements, permits, and approvals associated with the areas managed within the LM MSHCP, including the existing State Ecological Reserve and Mitigation Bank lands within the LMR, and Lake Mathews facility and operations areas. All responsible parties will be notified of the proposed action or actions, and included in the coordination of the modifications

necessary to accommodate the project while maintaining the intent, framework, and integrity of the agreements and LM MSHCP. It is anticipated that MWD, as the primary managing entity of Lake Mathews and surrounding operations, will be included in the development of procedures for the discretionary action; however, it should be noted that MWD is not a joint project lead or co-sponsor of the project.

Formal consultation with MWD to confirm the *de minimis* finding will occur following public review of this Section 4(f) documentation. Thereafter, correspondence with the official with jurisdiction over LMR lands will be added to Attachment A of this Section 4(f) appendix.



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# Chapter 9 Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination(s)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, or (4) the project does not permanently use the property and does not hinder the preservation of the property.

Eight parks and/or recreational areas are located near the project build alternatives, as identified in Table 9-1, below. Six of the areas are publicly owned properties that contain a park and recreational areas, as shown on Figure 1. Of these six properties, five are public schools with outdoor playgrounds and other recreational facilities, which are assumed to be open to the general public, and the remaining property, Charles Meigs Community Center, is an outdoor park. Table 9-1 provides a summary of all eight properties by type (i.e., school and park), including information on location, ownership, facilities available at each property, and whether the property is subject to Section 4(f) protection.

**Table 9-1. Parks and Recreation Facilities within Study Area**

<b>Park</b>	<b>Location</b>	<b>Current Ownership</b>	<b>Facilities</b>	<b>Trigger Section 4(f) Protection?</b>	<b>Distance from Proposed Project</b>
Victoria Grove Park	Schoolhouse Road Riverside, CA 92503	Encore Property Management	Playground, basketball court, baseball field, large multiple use turf area	No, privately owned	0.4 mile (Alternative 4 only)
Dos Lagos Golf Course	4507 Cabot Drive Corona, CA 92883	TFA LLC	18-hole golf course, clubhouse, event room	No	0.1 mile
Charles Meigs Community Center	21091 Rider Street Perris, CA 92570	Riverside County Parks and Open Space District	Outdoor playground, picnic area; basketball courts, large multiple use turf area	Yes	0.34 mile
Lake Mathews Elementary School	12252 Blackburn Road Riverside, CA 92503	Riverside Unified School District	Basketball courts, large multiple use area, multiple use turf area	Yes	0.26 mile (Alternative 4 only)
Columbia Elementary School	21350 Rider Street Perris, CA 92570	Val Verde Unified School District	Basketball courts, large multiple use area; two baseball backstops; multiple use turf area	Yes	0.24 mile



<b>Park</b>	<b>Location</b>	<b>Current Ownership</b>	<b>Facilities</b>	<b>Trigger Section 4(f) Protection?</b>	<b>Distance from Proposed Project</b>
Tomas Rivera Middle School	21675 Martin Street Perris, CA 92570	Val Verde Unified School District	Basketball courts; baseball field; track and field facility; multiple use area	Yes	0.27 mile
Manuel L. Real Elementary School	19150 Clark Street Perris, CA 92570	Val Verde Unified School District	Large multiple use area; two baseball backstops; multiple use turf area	Yes	0.14 mile
Val Verde High School	972 Morgan Street Perris, CA 92571	Val Verde Unified School District	Basketball courts; baseball field; large multiple use turf area; indoor gymnasium	Yes	0.31 mile
Source: Caltrans 2018a					

Due to distance and/or proposed project activities in the vicinity of the facilities listed in Table 9-1, none of the facilities would be subject to permanent, temporary, or constructive use by any of the build alternatives.

Table 9-2 provides a summary of the four conservation areas within the study area, including information on location, ownership, facilities available at each property, and whether the property is subject to Section 4(f) protection.

**Table 9-2. Conservation Properties within Study Area**

<b>Resource Name</b>	<b>Location</b>	<b>Current Ownership</b>	<b>Facilities</b>	<b>Trigger Section 4(f) Protection?</b>	<b>Distance from Proposed Project</b>
Lake Mathews-Estelle Mountain Core Reserve	Riverside County	MWD, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and RCHCA	12,156.2 acres of SKR core reserve land	Yes	0 mile
Lake Mathews Multiple Species Reserve	Riverside County	MWD	5,110-acre area for the preservation of native habitats supporting 65 sensitive plant and animal species	Yes	0 mile
Riverside-Corona Resource Conservation District Mitigation Lands	Riverside County	Riverside-Corona Resource Conservation District	Approximately 92 acres of conserved land in the study area along Bedford Wash and Cajalco Wash	No	0 mile
Western Riverside County Regional Conservation Authority Conserved Lands	Riverside County	Western Riverside County Regional Conservation Authority	Approximately 60 acres of conserved land for the WRC MSHCP	No	0 mile
Source: Caltrans 2018a					

All four conservation areas would be affected by each of the build alternatives; however, the LM-EM Reserve and LMR qualify as Section 4(f) protected resources because they are designated wildlife preserves/refuges established for the protection of Stephens' kangaroo rat (SKR), while the other two conservation areas are established for the conservation and management of resources, including wildlife. The primary purpose of the Riverside-Corona Resource Conservation District mitigation lands is to conserve natural resources that have habitat, scenic, and/or agricultural values, including soil, water, plants, and wildlife (RCRCD 2010, 2020). The primary purpose of WRC MSHCP conserved lands is to promote the biological viability and recovery of western Riverside County's ecosystems, habitats, and species, toward a goal of reducing the need to list additional species in the future (WRCRCA 2003).

Table 9-3 lists historic properties found within or next to the project limits, and whether the property is subject to Section 4(f) protection:

**Table 9-3. Historic Properties within Project Area**

Resource Name	Resource Type	Description	Trigger Section 4(f) Protection?	Distance from Proposed Project
Mead Valley Potential Prehistoric Archaeological District (PPAD)	Historic (Prehistoric)	Prehistoric milling slicks/stations, lithic scatters, habitation sites, pictographs, <i>Nahachish</i> rocks within an as-yet undefined larger boundary inclusive of additional likely similar sites outside of the APE. NRHP-eligible under Criteria A, B, C, and D for the purposes of this project only.	Yes	Within APE
CA-RIV-4403	Historic (Prehistoric)	Bedrock milling station. NRHP-eligible under Criterion D as a contributing element of PPAD.	No	Within APE
CA-RIV-4407	Historic (Prehistoric)	Bedrock milling station. NRHP-eligible under Criterion D as a contributing element of PPAD.	No	Within APE
CA-RIV-4408	Historic (Prehistoric)	Bedrock milling station. NRHP-eligible under Criterion D as a contributing element of PPAD.	No	Within APE
CA-RIV-4409	Historic (Prehistoric)	Bedrock milling station. NRHP-eligible under Criterion D as a contributing element of PPAD.	No	Within APE
CA-RIV-4454	Historic (Prehistoric)	Artifact scatter. NRHP-eligible under Criterion D as a contributing element of PPAD.	No	Within APE
CA-RIV-2263; CA-RIV-2264; CA-RIV-4444 (New number forthcoming*)	Historic (Prehistoric)	Bedrock milling station; lithic scatter; reported petroglyph. NRHP-eligible under Criterion D.	No	Within APE



Resource Name	Resource Type	Description	Trigger Section 4(f) Protection?	Distance from Proposed Project
33-13791/CA-RIV-7843	Historic (Prehistoric)	Habitation site consisting of numerous bedrock milling stations, midden, artifact scatter, bedrock milling station, <i>Nahachish</i> rock, possible rockshelter. Previously recommended NRHP-eligible under Criterion D.	No	Within APE
33-13791/CA-RIV-7843, Locus 816	Historic (Prehistoric)	Cupule rock, milling features, lithic scatter. NRHP-eligible under Criteria A, C, and D.	Yes	Within APE
33-13791/CA-RIV-7843, Locus 817	Historic (Prehistoric)	Milling station site and artifact scatter. NRHP-eligible for listing as a locus of CA-RIV-7843 under Criterion D.	No	Within APE
<i>Qaxáalku Kwíimik</i> Traditional Cultural Property	Historic (Prehistoric)	Traditional cultural property. NRHP-eligible under Criteria A, B, C, and D.	Yes	Within APE
<i>Qaxáalku Payómik</i> Traditional Cultural Property	Historic (Prehistoric)	Traditional cultural property. NRHP-eligible under Criteria A, B, C, and D.	Yes	Within APE
<i>Túu'uv</i> Traditional Cultural Property	Historic (Prehistoric)	Traditional cultural property. NRHP-eligible under Criteria A, B, C, and D.	Yes	Within APE
CA-RIV-012623	Historic (Prehistoric)	Artifact scatter. NRHP-eligible under Criterion D.	No	Within APE
Source: Caltrans 2018a				

Tables 9-1 through 9-3 list all properties evaluated relative to the requirements of Section 4(f), and identifies those properties found not to trigger Section 4(f) protection either because (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, or (4) the project does not permanently use the property and does not hinder the preservation of the property. Please see table entries for specifics by property.

## Chapter 10 Section 6(f)

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The Land and Water Conservation Fund (LWCF) Act was established by Congress in 1964 to fulfill a bipartisan commitment to safeguard natural areas, water resources and cultural heritage, and to provide recreation opportunities to all Americans. The LWCF program provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. Section 6(f) of this Act prohibits the conversion of property acquired or developed with these grants to a non-recreational purpose without the approval of the Department of Interior's (DOI) National Park Service (NPS).

The purpose of the LWCF is to assist in preserving, developing, and ensuring accessibility to outdoor recreation resources and to strengthen the health and vitality of the citizens of the United States by providing funds, planning, acquisition, and development of facilities. Recreational facilities awarded such funds are subject to the provisions of the act. The LWCF's most important tool for ensuring long-term stewardship is its "conversion protection" requirement. Section 6(f)(3) strongly discourages conversions of state and local park and recreation facilities to other uses.

Section 6(f)(3) of the LWCF Act requires that no property acquired or developed with LWCF assistance will be converted to other than public outdoor recreation uses without the approval of the Secretary of the DOI (NPS is a service of the DOI), and only if the secretary finds it to be in accord with the Statewide Comprehensive Outdoor Recreation Plan, and only upon such conditions as the secretary deems necessary to ensure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location (36 CFR Part 59).

Prerequisites for conversion approval as provided in 36 CFR Part 59.3 are as follows:

- All practical alternatives to the proposed conversion have been evaluated.
- The fair market value of the property to be converted has been established, and the property proposed for substitution is of at least equal fair market value as established by an approved appraisal.
- The property proposed for replacement is of reasonably equivalent usefulness and location as that being converted.
- The property proposed for substitution meets the eligibility requirements for LWCF-assisted acquisition.
- In the case of assisted sites that are partially rather than wholly converted, the impact of the converted portion on the remainder will be considered. If such a conversion is approved, the unconverted area must remain recreationally viable or must also be replaced.
- All necessary coordination with other federal agencies has been satisfactorily accomplished.

The guidelines for environmental evaluation have been satisfactorily completed and considered by the NPS during its review of the proposed Section 6(f)(3) action. In cases where the proposed conversion arises from another federal action, final review of the proposal will not occur until the



NPS regional office is assured that all environmental review requirements related to the other action have been met.

State intergovernmental clearinghouse review procedures have been adhered to if the proposed conversion and substitution constitute significant changes to the original LWCF project.

The proposed conversion and substitution are in accord with the Statewide Comprehensive Outdoor Recreation Plan or equivalent recreation plans.

Section 4(f) conversion requires additional coordination with the agency of jurisdiction and California State Parks, which oversees the LWCF program for the NPS, and the NPS regarding the project effects and conversion area and replacement property.

No Section 6(f) resources have been identified in the study area; therefore, no further discussion is required.

# Chapter 11    References

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# **Attachment A** Consultation Correspondence

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**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

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February 10, 2021

VIA EMAIL

In reply refer to: FHWA\_2020\_1201\_001

Mr. David Price  
Section 106 Coordinator  
Cultural Studies Office  
Caltrans Division of Environmental Analysis  
1120 N Street, MS-27  
Sacramento, CA 95814

Subject: Determinations of Eligibility for the Cajalco Road Widening Project, Riverside County, California.

Dear Mr. Price:

On December 1, 2020, the Office of Historic Preservation (OHP) received a letter from the California Department of Transportation (Caltrans) for the above referenced undertaking. Caltrans, in cooperation with the Riverside Transportation Department, is initiating consultation with the State Historic Preservation Officer (SHPO) in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA). Pursuant to Stipulation VIII.C.6 of the Section 106 PA, Caltrans is seeking SHPO concurrence with Caltrans' determinations. Caltrans is also seeking SHPO concurrence on a finding of adverse effect under Stipulation X.C.1 of the Section 106 PA.

As currently proposed, the undertaking involves widening Cajalco Road, or a combination of Cajalco Road and El Sobrante Road, between Temescal Canyon Road to the west and Interstate 215 (I-215) to the east in Riverside County, California.

Caltrans' identification efforts resulted in the identification of twenty-six cultural resources within the area of potential effects (APE). Of those, one (CA-RIV-7843) was previously evaluated as eligible for listing on the National Register of Historic Places (NRHP), and that result remains valid. Nineteen of the 26 resources were evaluated as part of the Caltrans' identification efforts for this undertaking. Caltrans will assume the remaining six properties as eligible for listing on the NRHP the purposes of this undertaking only, pursuant to Stipulation VIII.C.4 of the Section 106 PA due to large property size.



Caltrans requests SHPO concurrence that the following are ineligible for listing on the NRHP:

- CA-RIV-3832H, -4403, -4407, -4408, -4409, -6623/H, -012618, -012621, -012622
- 12667 El Sobrante Road Corona, CA
- 12697 El Sobrante Road Riverside, CA
- 13456 El Sobrante Road Riverside, CA
- 14870 El Sobrante Road Riverside, CA
- 15016 El Sobrante Road Riverside, CA
- 17679 Cajalco Road Perris, CA
- 21415 Cajalco Road Perris, CA
- 19391 Clark Street Perris, CA
- 21623 Cajalco Road

**I concur** with the above determinations of ineligibility.

Caltrans requests SHPO concurrence that CA-RIV-012623, a prehistoric artifact and lithic scatter is individually eligible for listing on the NRHP under Criterion D. **I concur** with this determination of eligibility.

Pursuant to Stipulation VIII.C.4 of the Section 106 PA, Caltrans is assuming the following six properties as eligible for listing on the NRHP for the purposes of this undertaking only due to large property size:

- Mead Valley Potential Prehistoric Archaeological District (PPAD), assumed eligible under NRHP criteria A, B, C, and D. The Mead Valley PPAD includes the following assumed contributing elements: combined site CA-RIV-2263, -2264, and -4444 (assumed contributor under Criterion D); CA-RIV-4403; CA-RIV-4407; CA-RIV-4408; CA-RIV-4409; CA-RIV-4454 (assumed contributor under Criterion D); CA-RIV-7843 (assumed contributor under Criterion D); and CA-RIV-012623 (assumed contributor under Criterion D). While CA-RIV-4403, -4407, -4408, -4409 have been determined individually ineligible for listing on the NRHP, for the purposes of this undertaking only Caltrans will assume these resources as contributors to the Mead Valley PPAD under Criterion D.
- Combined site CA-RIV-2263, -2264, and -4444 is individually assumed eligible under Criterion D.
- CA-RIV-4454 is individually assumed eligible under Criterion D.
- *Túu'uv* is a traditional cultural property (TCP) identified in consultation with the Pechanga Band of Luiseño Mission Indians, and includes three contributing elements: Combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623. The TCP is assumed eligible under NRHP criteria A, B, C, and D.
- *Qaxáalku Payómik* is a TCP identified in consultation with the Pechanga Band of Luiseño Mission Indians, and includes three contributing elements: Combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623. The TCP is assumed eligible under NRHP criteria A, B, C, and D.

- *Qaxáalku Kwiimik* is a TCP identified in consultation with the Pechanga Band of Luiseño Mission Indians, and includes three contributing elements: Combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623. The TCP is assumed eligible under NRHP criteria A, B, C, and D.

The SHPO's comment on Caltrans' finding of effect is forthcoming, but in a separate letter. If you have any questions, please contact State Historian Natalie Lindquist at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov) or Associate State Archaeologist Alicia Perez at [alicia.perez@parks.ca.gov](mailto:alicia.perez@parks.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne Polanco', with a stylized flourish extending to the right.

Julianne Polanco  
State Historic Preservation Officer





**DEPARTMENT OF PARKS AND RECREATION  
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February 17, 2021

VIA EMAIL

In reply refer to: FHWA\_2020\_1201\_001

Mr. David Price  
Section 106 Coordinator  
Cultural Studies Office  
Caltrans Division of Environmental Analysis  
1120 N Street, MS-27  
Sacramento, CA 95814

Subject: Finding of Adverse Effect for the Cajalco Road Widening Project, Riverside County, California.

Dear Mr. Price:

On December 1, 2020, the California Department of Transportation (Caltrans) initiated consultation with the State Historic Preservation Officer (SHPO) for the above referenced undertaking. Caltrans, in cooperation with the Riverside Transportation Department, is consultation with the SHPO in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA). Pursuant to Stipulation VIII.C.6 of the Section 106 PA, Caltrans sought SHPO concurrence with Caltrans' determinations, and under Stipulation X.C.1 requested SHPO concurrence on a finding of adverse effect. Via letter dated February 10, 2021, the SHPO provided comment on Caltrans' determinations. This letter provides SHPO comment on Caltrans' finding of adverse effect.

In prior SHPO consultation, Caltrans' identification efforts resulted in the following historic properties:

- CA-RIV-7843
- CA-RIV-012623
- Mead Valley Potential Prehistoric Archaeological District (PPAD), assumed eligible under NRHP criteria A, B, C, and D. The Mead Valley PPAD includes the following assumed contributing elements: combined site CA-RIV-2263, -2264, and -4444 (assumed contributor under Criterion D); CA-RIV-4403; CA-RIV-4407; CA-RIV-4408; CA-RIV-4409; CA-RIV-4454 (assumed contributor under Criterion D); CA-RIV-7843 (assumed contributor under Criterion D); and CA-RIV-012623 (assumed contributor under Criterion

D). While CA-RIV-4403, -4407, -4408, -4409 have been determined individually ineligible for listing on the NRHP, for the purposes of this undertaking only Caltrans will assume these resources as contributors to the Mead Valley PPAD under Criterion D.

- Combined site CA-RIV-2263, -2264, and -4444 is individually assumed eligible under Criterion D.
- CA-RIV-4454 is individually assumed eligible under Criterion D.
- *Túu'uv* is a traditional cultural property (TCP) identified in consultation with the Pechanga Band of Luiseño Mission Indians, and includes three contributing elements: Combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623. The TCP is assumed eligible under NRHP criteria A, B, C, and D.
- *Qaxáalku Payómik* is a TCP identified in consultation with the Pechanga Band of Luiseño Mission Indians, and includes three contributing elements: Combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623. The TCP is assumed eligible under NRHP criteria A, B, C, and D.
- *Qaxáalku Kwiimik* is a TCP identified in consultation with the Pechanga Band of Luiseño Mission Indians, and includes three contributing elements: Combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623. The TCP is assumed eligible under NRHP criteria A, B, C, and D.

As described in the Finding of Effect (FOE) included with Caltrans' letter, all three build alternatives are located within the TCPs. Caltrans and the Pechanga Band of Luiseño Mission Indians (Tribe) jointly developed the TCPs' boundaries for the purposes of this undertaking. The Tribe agreed with Caltrans District 8's approach for developing fluid and undetermined TCP boundaries that are wide enough to allow for determining the effects of the undertaking but are not definitive enough to prohibit expanding the boundaries in the future if need be. The boundaries fully include the project limits and extend out enough to allow for determining the effects of the undertaking. However, actual boundaries are vast, and the Tribe has not yet fully determined their limits. For the purposes of this undertaking, the approximate acreage of the combined TCPs is 28,531 acres.

Caltrans has applied the criteria of adverse effects pursuant to Stipulation X.A of the Section 106 PA and has determined that depending on the preferred alternative the undertaking as a whole will have an adverse effect on the Mead Valley PPAD; combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623 and is seeking SHPO concurrence with these findings pursuant to Section 106 PA Stipulation XI.C and 36 CFR 800.5. **I concur.**

Although the undertaking will result in effects to the three TCPs: *Túu'uv* (TCP-1); *Qaxáalku Payómik* (TCP-2); and *Qaxáalku Kwiimik* (TCP-3), the effects will not be adverse. None of the three build alternatives will physically alter the TCPs such that the overall setting and integrity of the TCPs' character-defining features would be adversely affected. Although combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623 contribute to the assumed eligibility of the TCPs, and will be adversely affected, effects to these properties would not cause an adverse effect to the overall TCPs because they comprise such a small physical part of the overall TCPs. **I do not object.**



Mr. Price  
February 17, 2021  
Page 3 of 3

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Caltrans will continue consultation with the SHPO and the Tribe to resolve adverse effects pursuant to Stipulation XI of the Section 106 PA through the preparation of a Memorandum of Agreement once the preferred alternative is selected. If you have any questions, please contact State Historian Natalie Lindquist at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov) or Associate State Archaeologist Alicia Perez at [alicia.perez@parks.ca.gov](mailto:alicia.perez@parks.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne Polanco', with a long horizontal stroke extending to the right.

Julianne Polanco  
State Historic Preservation Officer

**From:** [Burton, Aaron P@DOT](#)  
**To:** [Carlson, Sean A](#); [Marks, Alexander S](#)  
**Cc:** [Anderson, Keturah](#); [Zambon, Mary](#)  
**Subject:** Information Request for Public Wildlife and Waterfowl Refuge Resources  
**Date:** Wednesday, March 3, 2021 1:04:06 PM

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Hello Sean and Alex,

As part of the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) that is being prepared for the proposed Cajalco Road Widening and Safety Enhancement Project (Project), analysis is being conducted to support determinations necessary to comply with the provisions of 49 United States Code (U.S.C.) 303 (hereinafter referred to as "Section 4[f]"). Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project... "requiring the use of publicly owned land of a public park, recreational area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, State, or local officials having jurisdiction over the park, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreational area, wildlife and waterfowl refuge, or historic site resulting from the use."

As the designated federal lead agency of the proposed Project, the California Department of Transportation (Caltrans) is seeking to consult with the official having jurisdiction over the Lake Mathews Multiple Species Reserve (Reserve), regarding the primary purpose and significance of the Reserve. ***Specifically, we would appreciate assistance in confirming the following information regarding the Reserve:***

- **Primary purpose of the Lake Mathews Multiple Species Reserve;**
- **Confirmation that MWD is the official with jurisdiction over the Reserve;**
- **Primary activities, features, attributes, and/or functions of the Reserve;**
- **Areas of the Reserve that may be considered significant for use as a wildlife or waterfowl refuge; and**
- **Availability of public access to the Reserve.**

The following information excerpted from the Lake Mathews Multiple Species Habitat Conservation Plan/Natural Communities Conservation Plan (MSHCP/NCCP) is provided for reference:

The purpose of the MSHCP/NCCP is to:

1. Describe, pursuant to the federal and state Endangered Species Acts (ESAs), projects and activities that are likely to result in the take of endangered species and the measures taken to minimize and mitigate such take;
2. Provide, pursuant to the California Natural Community Conservation Planning (NCCP) Act, a comprehensive conservation and management program for multiple wildlife species, including those associated with coastal sage scrub habitat;
3. Create a mechanism to coordinate the stewardship activities of multiple public agencies with land protection or management responsibilities;
4. Serve as the basis for the issuance of an incidental take permit pursuant to the provisions of



Section 10 of the federal Endangered Species Act to allow the take of currently listed species and, upon listing, those species that may be listed as threatened or endangered in the future that are covered by the Lake Mathews Plan (Target Species); and

5. Serve as the basis for a Section 2081 Memorandum of Understanding/Permit under the California Endangered Species Act and a Section 2835 Memorandum of Understanding/Permit under the NCCP Act for the Target Species.

Goals of the Reserve identified in the Lake Mathews MSHCP/NCCP are:

1. Protect existing natural habitat types on the Combined Reserve,
2. Improve degraded habitat conditions by enhancing or restoring suitable habitat for Target Species on the Multiple Species Reserve, and
3. Ensure that operation and maintenance of Lake Mathews as a water supply facility are not impaired.

Thank you in advance for your time and assistance in this matter.

Aaron P. Burton  
Senior Environmental Planner  
Local Assistance – Environmental Support  
Department of Transportation, District 8  
464 West Fourth Street, 6th Floor, MS 760  
San Bernardino, CA 92401-1400  
(909) 383-2841



THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

May 5, 2021

VIA EMAIL AND USPS

Mr. Aaron P. Burton  
Senior Environmental Planner  
Local Assistance – Environmental Support  
Department of Transportation, District 8  
464 West Fourth Street, 6th Floor, MS 760  
San Bernardino, CA 92401-1400

Dear Mr. Burton:

Information Request for Public Wildlife and Waterfowl Refuge Resources

This communication provides responses to your questions and information requests as part of a written consultation by the California Department of Transportation (“Caltrans”) with The Metropolitan Water District of Southern California (“Metropolitan”). (See enclosed email from A. Burton to S. Carlson and A. Marks, entitled “Information Request for Public Wildlife and Waterfowl Refuge Resources,” dated March 3, 2021). We appreciate this opportunity to provide information relevant to your inquiry under the Federal Transportation Act, 49 U.S.C. Section 303 (“Section 4(f”).

As a preliminary matter, it should be noted that the Metropolitan-owned lands subject to this Section 4(f) information inquiry and written consultation are subject to a number of agreements, permits, and restrictions built up over a number of years, not just the Lake Mathews Multi-Species Habitat Conservation Plan/ Natural Community Conservation Plan (“Lake Mathews MSHCP/NCCP”) documents. Thus, Metropolitan has slightly reworded your information categories and requests for purposes of clarity and to facilitate your review. Metropolitan has also provided citations to certain documents to further aid your review and can both provide a detailed listing of relevant documents and copies of such documents upon request after your review of this initial response

**Background Narrative**

In the 1970s, Metropolitan supported the California Department of Water Resources in its efforts to satisfy mitigation requirements related to construction of State Water Project facilities. As part of that work, Metropolitan, the California Department of Water Resources, and the department now known as the California Department of Fish and Wildlife (referred to herein sometimes as “CDFW”) entered into a Memorandum of Agreement, dated October 23, 1979 (“1979 MOA”) that committed approximately 2,565 acres of land in the Lake Mathews area for wildlife



*THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA*

Mr. Aaron Burton

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mitigation. The commitment was conditioned in part with allowances for partial use of those lands to facilitate then and future Metropolitan operations and facilities, in addition to the State Water Project facilities also identified.

In furtherance of the 1979 MOA, Metropolitan entered into an agreement (dated September 14, 1982) with CDFW authorizing the creation of an ecological reserve for all lands located within Metropolitan's perimeter fence surrounding Lake Mathews. The California Fish and Game Commission approved the creation of this State Ecological Reserve.

In December 1995, Metropolitan and the Riverside County Habitat Conservation Agency ("RCHCA") established the Lake Mathews MSHCP/NCCP covering a total of 5,110 acres (including the 2,565 acres already within the State Ecological Reserve). Both the U.S. Fish and Wildlife Service ("USFWS") and CDFW executed agreements that authorize Metropolitan to use the Lake Mathews MSHCP/NCCP as mitigation for impacts to 65 plant and animal species for Metropolitan projects and activities.

In addition to agreements authorizing use of the lands for mitigation, Metropolitan entered into a Cooperative Management Agreement (CMA) governing the management of the Lake Mathews Multiple Species Reserve. The CMA required Metropolitan to dedicate easements or use restrictions to the Reserve lands to RCHCA.

Lands within the Lake Mathews Multiple Species Reserve are also incorporated within RCHCA's approximately 11,243-acre Lake Mathews-Estelle Mountain Core Reserve established pursuant to the March 1996 Habitat Conservation Plan for the Stephens' Kangaroo Rat (SKR) in Western Riverside County, California (SKR HCP). Establishment of so-called "core reserves" under the SKR HCP allowed incidental take of SKR in connection with otherwise lawful activities within the plan area boundary.

These lands are further restricted and governed by a settlement agreement entered in 2002 to settle litigation between the San Bernardino Valley Audubon Society, Metropolitan, and CDFW ("2002 Audubon Settlement Agreement"), and other agreements and permits.

**Caltrans Question No. 1: What is the background and purpose of the Lake Mathews Multiple Species Reserve?**

Response: Reference is made to the Background Narrative provided above. Lands within the Lake Mathews Multiple Species Reserve are managed pursuant to the Lake Mathews MSHCP/NCCP prepared by Metropolitan and RCHCA and approved by USFWS and CDFW.

*THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA*

Mr. Aaron Burton

Page 3

May 5, 2021

The Lake Mathews MSHCP/NCCP provides Endangered Species Act coverage for and fully mitigates impacts related to a variety of past and future Metropolitan projects, as well as impacts to ongoing operations of Metropolitan's Lake Mathews reservoir.

The Lake Mathews Multiple Species Reserve thus serves as a "mitigation bank" for current and future Metropolitan projects in western Riverside County, and in fact incorporates, but does not supersede, previous agreements among Metropolitan, CDFW, and the California Department of Water Resources to establish a State Ecological Reserve at Lake Mathews and other permits, approvals, agreements, and settlements with other regional stakeholders.

**Caltrans Question No. 2: Is Metropolitan the official with jurisdiction over the Reserve?**

Response: Reference is made to the Background Narrative provided above. The Lake Mathews Multiple Species Reserve is managed under the terms of a CMA among Metropolitan, RCHCA, CDFW, and USFWS, with Metropolitan acting as the titular Reserve Manager. Metropolitan's management responsibilities are subject to and limited by the CMA and other operative agreements, permits and approvals described in the Background Narrative.

As to specific functions, Metropolitan acts amongst other things as the titular Reserve Manager, serves as the Chair of the Reserve Management Committee, and prepares agendas and convenes Meetings (CMA, Sect V-B and Section VI). Metropolitan also administers the funds for the administration, protection, management, operation, and maintenance of the reserve (CMA, Sect XII A).

**Caltrans Question No. 3: What are the primary activities, features, attributes, and/or functions of the Reserve?**

Response: Reference is made to the Background Narrative provided above. The Lake Mathews MSHCP/NCCP provides for the acquisition, management, operation, and maintenance of reserve lands for the conservation, protection, restoration, and enhancement of certain habitat occupied or used by various species of flora and fauna indigenous to that area, which objectives shall control over other use of such Multiple Species Reserve by the public (CMA Sect II A-1). Over 350 species of plants and animals were known to occur or were closely associated with the habitats in the MSHCP/NCCP Plan Area at the time the plan was written. The Reserve provides protection for 65 of those species that were selected as "Target Species" for Endangered Species Act and Natural Community Conservation Plan planning purposes, including those at the time defined as federally or state threatened or endangered, a California species of concern, or on the California Native Plant Society list of sensitive plants. The Target Species are comprised of fifty species that were observed during the original focused surveys conducted for the Lake Mathews MSHCP/NCCP or incidentally in the Plan Area and 15 that while not observed had the potential to occur based on their at the time known distribution and habitat requirements. Notable species



*THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA*

Mr. Aaron Burton

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observed in the Plan Area during the surveys included the Stephens' kangaroo rat, coastal California gnatcatcher, Parry's spineflower, northern red diamond rattlesnake, and western spadefoot toad (MSHCP/NCCP pages 34- 37). The reserve consists primarily of non-native grassland and Riversidean sage scrub habitats and small amounts of mulefat scrub, southern willow scrub, and juniper woodlands habitats are also present (MSHCP/NCCP page 76). The Lake Mathews MSHCP/NCCP provides an "ecosystem approach" to reserve management that considers the land as an integrated ecological unit. Thus, the land is managed for multiple species values to benefit the 65 target species rather than a single species approach (MSHCP/NCCP page 79). As indicated in the MSHCP, the primary goals for the management of the Reserve, which continue today, consist of protecting the existing natural habitats, improving degraded conditions by enhancing or restoring suitable habitat for the 65 Target Species, and ensuring that the operation and maintenance of Lake Mathews as a water supply facility is not impaired (MSHCP/NCCP page 79). Typical management activities include non-native grassland management and restoration, invasive plant management, prescribed burns for vegetation management, and access control.

**Caltrans Question No. 4: What are the areas of the Reserve that may be considered significant for use as a wildlife or waterfowl refuge?**

Reference is made to the Background Narrative provided above. It should be noted that the entire Reserve is equally protected as significant for the 65 species considered in the Lake Mathews MSHCP/NCCP. The Lake Mathews MSHCP/NCCP provides estimated habitat acreage for the 65 species, but management of the Reserve is not separated or allocated by species. Rather, as indicated in response to the previous question the entire Reserve is dedicated for the benefit of all of the identified species following an "ecosystem approach" to reserve management. However, it should be noted that the Lake Mathews reservoir and related Metropolitan water facilities are not included in the core Reserve lands.

**Caltrans Question No. 5: What is the extent of public access to the Reserve?**

**Response:** Public access is limited and is governed by both the 2002 Audubon Settlement Agreement and the CMA. Generally, public access is limited to only members of the public pursuing environmental, scientific and/or educational purposes. Any application for access must be submitted to a Reserve Management Committee formed pursuant to the CMA and is subject to its review and approval. Public access may be subjected to Reserve management oversight or escort. Metropolitan may also close off public access entirely in order to safeguard its water facilities and operations, in the event of emergencies, national security threats, and other exigencies. (See, generally, 2002 Audubon Settlement Agreement, Sect. 11.c.; CMA, XIV, Section A.)

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Mr. Aaron Burton

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May 5, 2021

If you have any questions or require further information, please contact Sean Carlson of my staff at (213) 217-6276 or [SCarlson@mwdh2o.com](mailto:SCarlson@mwdh2o.com)

Sincerely,

DocuSigned by:  
  
1C5AACFD98D9493...  
Jennifer Harriger  
Unit Manager, Environmental Planning Section

AM:ds

SharePoint\CalTrans Section 4f Response

Enclosure





THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

June 9, 2021

**Via E-mail**

Mr. Aaron P. Burton  
Senior Environmental Planner  
Local Assistance – Environmental Support  
Department of Transportation, District 8  
464 West Fourth Street, 6th Floor, MS 760  
San Bernardino, CA 92401-1400

Ms. Mary Zambon  
Project Manager  
County of Riverside Transportation Department  
4080 Lemon Street  
Riverside, CA 92502-1629

Dear Mr. Burton and Ms. Zambon:

**Review of Administrative Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation for the Cajalco Road Widening and Safety Enhancement Project**

The Metropolitan Water District of Southern California (Metropolitan) received an administrative draft copy of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and Section 4(f) Evaluation (Evaluation) for the Cajalco Road Widening and Safety Enhancement Project. Metropolitan has reviewed the documentation and submits the comments below for your consideration.

**Administrative Draft EIR/EIS**

**General Comments on the Administrative Draft EIR/EIS**

1. The 1995 Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (LMMSHCP/NCCP), Cooperative Management Agreement, applicable conservation easements, and other related approvals and agreements must be preserved or made whole as a result of the County of Riverside's road widening project. In addition, the agreements related to the Mitigation Bank land areas within the Lake Mathews Multiple Species Reserve (LMR) are also focused on partially satisfying the multi-agency regional Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP). Furthermore, a 2002 Settlement and General Release Agreement between Metropolitan, California Department of Fish and Wildlife (CDFW), Riverside County Habitat Conservation Agency

(RCHCA), and the San Bernardino Valley Audubon Society specifies various requirements for the management of the LMR lands and new development or construction within the LMR by the signatories and stakeholders such as Metropolitan. This Audubon Settlement Agreement also prohibits the use of the Mitigation Bank credits by third parties other than Metropolitan.

The EIR/EIS should identify the existing LMR management plans, governing structures, and agreements and acknowledge the need to make whole the parties and resources identified therein and clearly outline how the County of Riverside proposes to accomplish this.

2. The agreements, conservation easements, permits, and approvals associated with the LMR and the LMMSHCP/NCCP will need to be modified to allow for the project to be constructed, which is not addressed in the EIR/EIS. The EIR/EIS should provide detail about the discretionary process or decision-making action that will be required to construct the project within the LMR generally. In this regard, the document should include additional details regarding the panoply of existing permits, species and habitat management agreements, water facility approvals, conservation easements, and other restrictions that the land is already subject to and the proposed process to preserve or satisfy the resources and obligations provided therein. These permits, agreements, approvals, easements, and other restrictions envisioned the conservation of LMR lands in perpetuity, with expansions as appropriate for covered species. Impacts would affect both the existing State Ecological Reserve land areas and the Mitigation Bank land areas within the LMR.

Any modification or replacement of the existing agreements, easements, permits, and approvals can only happen if the mitigation and new terms are agreeable to all regulatory stakeholders and parties. Furthermore, any modifications to the agreements and additional land added to the Reserve will require a subsequent California Environmental Quality Act (CEQA) document.

3. The EIR/EIS needs to clarify that the LMMSHCP/NCCP provides Endangered Species Act coverage for and fully mitigates impacts related to a variety of past and future Metropolitan projects, as well as impacts to ongoing operations of Metropolitan's Lake Mathews reservoir.

The EIR/EIS needs to clarify that the LMMSHCP provides for an "ecosystem approach" to management of the LMR that considers the land as an integrated ecological unit to be managed for multiple species values to benefit the 65 target species rather than a single species approach.

4. While Metropolitan concurs, as indicated in the EIR/EIS, that there have been conversations between Riverside County and Metropolitan about the project, the language in the document regarding the development of a mitigation plan to compensate for the loss of lands within the LMR and to address the goals of the LMMSHCP could suggest to some readers that Metropolitan is a co-lead or is otherwise attempting to assign mitigation credits or incidental



take rights that, by statute and agreement, Metropolitan is unable to convey or assign to third parties. The EIR/EIS should therefore clarify that Metropolitan is not a joint project lead or co-sponsor of the project.

5. While the Lead Agency may determine the proposed mitigation measures are adequate to reduce impacts to a level of less than significant, the EIR/EIS does not specify the proposed mitigation lands. All proposed mitigation for impacts to reserve land and Metropolitan fee property is subject to approval by Metropolitan, the agencies, and the parties to the settlement agreement. The EIR/EIS should identify the LMMSHCP/NCCP stakeholders with which the County of Riverside would need to coordinate a discretionary action.
6. The EIR/EIS needs to more clearly distinguish between the LMMSHCP/NCCP, the LMMSHCP/NCCP's planning area, and the LMR. The LMMSHCP/NCCP was a joint conservation effort of Metropolitan and the RCHCA consisting of an overall planning area of 5,993.50 acres. The LMR totals 5,110.40 acres, made up of the 2,544.90-acre Mitigation Bank Land area for use by Metropolitan and RCHCA and the so-called "pre-existing" 2,565.50-acre ecological reserve area (Existing State Ecological Reserve land area) land area. Excluded from the LMR, but within the LMMSHCP/NCCP planning area, are 728.6 acres designated for Metropolitan operation and maintenance activities at Lake Mathews and 154.50 acres for water facility improvements and related projects inside the planning area. The Lake Mathews Reservoir is also not included within the LMR.

### Comments on Specific Sections of the Administrative Draft EIR/EIS

#### Chapter 2 Project Alternatives

1. Table 2.2-3 Alternatives Comparison Table (pages 2-95 to 98)
  - a. The table should provide the amount of resource impacts (in acres) that would occur within the LMR for each alternative, which should easily be distinguishable from impacts to other lands in the project area.
  - b. What land area does "Lake Mathews MSHCP Core and Linkage impacts" refer to?
  - c. What is the "Lake Mathews Mitigation Area" that the table indicates would not be affected?

#### Chapter 3.1– Human Environment – Land Use

1. Affected Environment (page 3.1-2). Please revise the LMMSHCP paragraph to indicate that the 5,993.50 acres owned by Metropolitan around the Lake Mathews reservoir is the total area included in the LMMSHCP/NCCP planning area, which also includes 728 acres designated for Metropolitan operations and maintenance activities at Lake Mathews and 154.50 acres for water facility improvements and related projects, both excluded from the LMR (5,110.40 acres). The paragraph should also provide the names of the other jurisdictions involved in management of

the reserve and that it is comprised of both a Mitigation Bank (2,544.90 acres) and State Ecological Reserve (2,565.50 acres).

#### Chapter 3.4 Community Impacts

1. Relocations and Real Property Acquisition. Discussion of how Metropolitan's LMR lands would be acquired is not included and should be addressed in this section.

#### Chapter 3.8 Cultural Resources

1. Page 3.8-10 states "No temporally diagnostic artifacts were observed, and the age of the site could not be determined, other than that it is from the prehistoric era." The sentence is repeated in the first two paragraphs of this page
2. Page 3.8-10 states that "A Section 106 Memorandum of Agreement (MOA) will be developed for all sites that will be affected by the project and will include mitigation measures and treatment for historic properties. The Native American tribes that have been involved in consultation for the Cajalco Road Widening Project will be invited to participate in the development of the MOA. Consultation with the SHPO and consulting tribes will continue through consultation on the MOA, which will be completed prior to the Final EIR/EIS."

It should be noted here that any mitigation measures and treatment for historic properties/historical resources on Metropolitan property must be vetted and approved by Metropolitan in addition to Tribes, Caltrans, and the State Historic Preservation Officer (SHPO). The Potential Prehistoric Archaeological District (PPAD), all three Native American TCPs, and the combined site of CA-RIV-2263, 2264, and 4444 are all partially within Metropolitan and/or LMR ROW. Parcel/property ownership and coordination is not described.

3. Page 3.8-13 and Page 3.8-14, Section 3.8.3.1 describes potential adverse effects on the Mead Valley PPAD. Sub sections describe adverse effects from each alternative. Build Alternatives 1 and 2c will permanently impact 1,336 and 501 acres (respectively). No description of acreage impacts is listed for Build Alternative 4 to the PPAD. Request the permanent acreage impacts for Build Alternative 4 and percentage of the PPAD delineated in the vicinity of the project, consistent with the descriptions for the other project alternatives.
4. Page 3.8-17 and Page 3.8-25. On Page 3.8-17, Standard Project Measure - Project Feature-CR-1 (PF-CR-1) references a Project Discovery and Monitoring Plan. Page 3.8-25 states "In addition to the Standard Project Measures **PF CR-1** and **PF CR-2** identified in Section 3.8.3.2, a Section 106 MOA will be developed for all sites that will be affected by the project. The MOA will include mitigation measures and treatment for historic properties" and furthermore states: "For sites that will be adversely affected, mitigation measures in the



MOA could include development of an archaeological treatment plan, data recovery, and development of protective measures for individual elements of sites or sites as a whole. Protective measures could also include alternative construction techniques. The archaeological treatment plan will define the elements of data recovery, including methods of investigation, a research design, and guidelines for the treatment and disposition of materials recovered during data recovery. Data recovery methods generally involves some form of excavation, recovery of artifacts, laboratory analysis, more detailed archival research, and reporting.”

Is the PF-CR-1 Project Discovery and Monitoring Plan the same as the archaeological treatment plan described as a mitigation measure of the MOA? One plan is described as a “standard measure,” the other as mitigation component of the SHPO MOA. Please clarify how or whether these plans differ from one another.

#### Chapter 3.12- Paleontology

1. General Comment- This chapter contains a Paleontological Mitigation Plan (PMP) as a mitigation measure, while as noted above, the Cultural Resources chapter describes an archaeological monitoring plan as a Standard Project Measure. What is the distinction between whether a plan is determined to be a standard project feature or a mitigation measure?

#### Chapter 4- CEQA- Cultural Resources

1. Page 4-90. Same as the comment on Page 3.8-10 and pertains to Build Alternatives. The document states “A Section 106 Memorandum of Agreement (MOA) will be developed for all sites that will be affected by the project and will include mitigation measures and treatment for historic properties. The Native American tribes that have been involved in consultation for the Cajalco Road Widening Project will be invited to participate in the development of the MOA, which will be completed prior to the Final EIR/EIS. Avoidance, mitigation, and treatment developed through the MOA will be sufficient to reduce impacts on the three TCPs under CEQA. Standard Project Measures **PF CR-1** and **PF CR-2** have been identified to further reduce impacts on cultural resources (see Section 3.8, *Cultural Resources*).”

It should be noted here that any mitigation measures and treatment for historic properties/historical resources on Metropolitan property must be vetted and approved by Metropolitan in addition to Tribes, Caltrans, County of Riverside, and SHPO. The Potential Prehistoric Archaeological District, all three Native American TCPs, and the combined site of CA-RIV-2263, 2264, and 4444 are all partially within Metropolitan or LMR ROW. Parcel/property ownership and coordination is not described.

## **Appendix A – Section 4(f) Evaluation**

### General Comments on the Section 4(f) Evaluation

1. The Evaluation needs to be updated to incorporate material provided in Metropolitan's May 5, 2021 response to the County of Riverside's information request for Public Wildlife and Waterfowl Refuge Resources under the Federal Transportation Act, 49 U.S.C. Section 303 ("Section 4(f)")
2. The Evaluation and proposed de minimis use (specifically Chapters 7 and 8) addresses permanent and temporary use of Reserve Lands under Metropolitan jurisdiction. The constructive use analysis also determines that "although there would be vegetation and wildlife impacts at the refuge, they would not be so extreme as to result in a Section 4(f) constructive use." The analysis does not analyze whether the noise, vibration, lighting, air quality ecological, etc. impacts would result in proximity impacts which affect the quality of the habitat and suitability for species in the adjacent reserve lands. These adverse effects may be significant if they create "edge effects" and reduce the habitat value and suitability for species within reserve lands adjacent to the roadway, and mitigation should be proposed to reduce the effect to less than significant. This analysis should be included in the EIR/EIS as well.
3. Mitigation (BIO-17) is proposed at a 1:1 ratio to compensate for permanent impacts (loss of reserve lands). The 1:1 ratio may not be adequate to replace reserve lands and should be subject to consultation with all agencies that are signatories to the existing reserve agreements.
4. The Evaluation states that "Formal consultation with MWD and RCHCA to confirm the findings of this Section 4(f) analysis, including de minimis finding for the LM-EM Reserve, will occur following public review of this Section 4(f) documentation. Thereafter, correspondence with the official with jurisdiction over LM-EM Reserve lands will be added to Attachment A of this Section 4(f) appendix." We look forward to the formal consultation process to resolve the issues identified in this comment letter and through other coordination.

### Specific Comments on the Section 4(f) evaluation

1. Chapter 7 – Lake Mathews-Estelle Mountain Core Reserve Proposed De Minimis Use
  - a. Needs to more clearly distinguish between Metropolitan's LMR and the Lake Mathews-Estelle Mountain Core Reserve (LM-EMR), established pursuant to the Riverside County Habitat Conservation Agency's March 1996 Habitat Conservation Plan for the Stephens' Kangaroo Rat (SKR) in Western Riverside County, California. The LMR is within the boundaries of the LM-EMR but is a separate reserve.



- b. Metropolitan acreage as the largest landowner appears incorrect, the acreage in the LMR is 5,110.40 not 4,971.41. What is the reference for the acreage number provided?
  - c. The LMR is also comprised of the 2,544.90-acre Mitigation Bank, not just the state Ecological Reserve as suggested on page 7-1. Please correct this information.
- 2. Table 7-4. Measures to Minimize Harm to LM-EM Reserve
  - a. BIO-15 Restoration for Temporary Impacts within the LM MSHCP Area (NC-19 [NES BIO-15]): The Western Riverside County Regional Conservation Authority would not be involved in mitigation on the LMR, as the agency is not a party to the LMMSHCP. The document doesn't state whom would conduct the mitigation. Please update the document to include information on whom would conduct the mitigation. Provision of funds in the LMR endowment should be included as an option to carry out the restoration of temporary impacted areas.
  - b. BIO-17 Replacement Lands for Permanent Impacts within the LM MSHCP Area (NC-17 [NES BIO-17]): The document does not address how the mitigation lands would be acquired and managed in perpetuity. Please update to contain more specific information.
- 3. Chapter 8 - Lake Mathews Multiple Species Reserve Proposed De Minimis Use
  - a. Page 8-1: It is misleading to state that the existing land use in the LMR is undeveloped open space and unpaved access roads when the primary use is as multiple-species habitat reserve. The list of primary functions of the LMR omits providing coverage under federal and state endangered species regulations and mitigating impacts related to a variety of past and future Metropolitan projects, and ongoing operations of Metropolitan's Lake Mathews reservoir.
  - b. Page 8-9: The document states that sections of removed roadbed would be added to the LMR with implementation of the project, while the new (widened) Cajalco Road will impact (occupy) areas currently in the reserve. It further states that adding lands from the previous roadway into the reserve would be a "beneficial impact" to the reserve. It is unclear how this would be beneficial, since adding the removed roadbed to the LMR is essentially a land swap.
  - c. Pages 8-15/16 Draft Section 4(f) De Minimis Finding: A De Minimis Finding is made and appears to be made solely on the basis of the amount of land impacted by the project and mitigation thereof, with no consideration of the content of the LMMSHCP/NCCP, actual impacts to the LMR from the project, or Metropolitan's needs and requirements.

Mr. Burton and Ms. Zambon

Page 8

June 9, 2021

Thank you for considering Metropolitan's comments in your planning process. We look forward to additional discussion and coordination. If you have any questions, please contact Sean Carlson of my staff at 213-217-6276 or via email at [scarlson@mwdh2o.com](mailto:scarlson@mwdh2o.com).

Very truly yours,

A handwritten signature in black ink that reads "Jennifer Harriger". The script is cursive and fluid.

Jennifer Harriger

Unit Manager, Environmental Planning

SC

(Share Point\External Comment Letter\DEIR\EIS\Cajalco Road Widening)





## **Attachment B** Confidential Maps - Historic Properties

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**CONFIDENTIAL**



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## **Appendix B** Title VI Policy Statement

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**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life.*

August 2020

**NON-DISCRIMINATION POLICY STATEMENT**

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:  
<https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov).

*Original signed by*  
Toks Omishakin  
Director

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*



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Making Conservation  
a California Way of Life.

Agosto de 2020

**DECLARACIÓN DE POLÍTICA  
DE NO DISCRIMINACIÓN**

El Departamento de Transporte de California, bajo el Título VI de la Ley de Derechos Civiles de 1964, asegura que *"Ninguna persona en los Estados Unidos, debido a su raza, color u origen nacional, será excluida de participar, ni se le negarán los beneficios, o será objeto de discriminación, en ningún programa o actividad que reciba ayuda financiera federal."*

Caltrans hará todos los esfuerzos para asegurar que no exista discriminación en ninguno de sus servicios, programas y actividades, ya sea que reciban fondos del gobierno federal o no, y que los servicios y beneficios sean justamente distribuidos a todas las personas sin importar su raza, color, u origen nacional. Adicionalmente, Caltrans facilitará la participación significativa en el proceso de planeación de los programas de transporte de manera no discriminatoria.

Los estatutos federales relacionados, los remedios, y la ley estatal refuerzan estas protecciones para incluir el sexo, la discapacidad, la religión, la orientación sexual y la edad.

Para información u orientación sobre cómo presentar una queja o para obtener más información relacionada con el Título VI, por favor comuníquese con el Gerente del Título VI al teléfono (916) 324-8379 o visite la siguiente página de Internet: <https://dot.ca.gov/programs/civil-rights/title-vi>.

Para obtener esta información en un formato alternativo como el Braille o en un lenguaje diferente al inglés, por favor póngase en contacto con la Oficina de Derechos Civiles del Departamento de Transporte de California, al 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811; al teléfono (916) 324-8379 (Teléfono de Texto TTY: 711); o al email: [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov)

*Original signed by*  
Toks Omishakin  
Director

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*

## **Appendix C**   Summary of Relocation Benefits

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## **California Department of Transportation Relocation Assistance Program**

### **RELOCATION ASSISTANCE ADVISORY SERVICES**

#### ***DECLARATION OF POLICY***

“The purpose of this title is to establish a *uniform policy for fair and equitable treatment* of persons displaced as a result of federal and federally assisted programs in order that such persons *shall not suffer disproportionate injuries* as a result of programs designed for the benefit of the public as a whole.”

The Fifth Amendment to the U.S. Constitution states, “No Person shall...be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation.” The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and financial benefits, as discussed below.

#### ***FAIR HOUSING***

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require the Department to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state’s relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department relocation advisor.

#### ***RELOCATION ASSISTANCE ADVISORY SERVICES***

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the Department will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. The Department will assist eligible displacees in obtaining comparable replacement housing by providing current



and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by the Department.

### ***RESIDENTIAL RELOCATION FINANCIAL BENEFITS***

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

#### ***Moving Costs***

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until the Department obtains control of the property in order to be eligible for relocation payments.

#### ***Purchase Differential***

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling

is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

### ***Rent Differential***

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by the Department prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when the Department determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the *Down Payment* section below.

To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

### ***Down Payment***

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to the Department’s initiation of negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

### ***Last Resort Housing***

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, the Department will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.



## ***NONRESIDENTIAL RELOCATION ASSISTANCE***

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

### ***Moving Expenses***

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items identified as real property may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to \$2,500, for reasonable expenses actually incurred.

### ***Reestablishment Expenses***

Reestablishment expenses related to the operation of the business at the new location, up to \$25,000 for reasonable expenses actually incurred.

### ***Fixed In Lieu Payment***

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 nor more than \$40,000.

## ***ADDITIONAL INFORMATION***

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any federal law providing local "Section 8" Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Department relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from the Department's Division of Right of Way and Land Surveys. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

Additional information regarding Division of Right of Way's Relocation Assistance Program is available at: <https://dot.ca.gov/programs/right-of-way/relocation-assistance-program>.



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## **Appendix D** Environmental Commitment Record

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## **Appendix D   Environmental Commitments Record**

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In order to be sure that the environmental measures identified in this document are executed at the appropriate times, the following program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. This program is a record/a list of the project's Avoidance, Minimization, and/or Mitigation Measures and Standard Project Measures. It is a living monitoring record that is used to ensure that each measure listed is followed through and achieved, during future project phases, such as during construction. Each item is monitored and signed off once it is completed. The County will have a contractor to ensure commitments are incorporated into the Final Design Plans and Specifications and, during construction, a Resident Engineer to oversee the contractor physically creating the measures. The County will involve California Department of Transportation (Caltrans) staff in monitoring and overseeing the ECR as items progress over time. As a living program, updates may be made to it; e.g., if permits result in new measures being committed to, then the ECR will have these added.

During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

This project also contains a number of standardized project measures commonly employed on Caltrans and/or Riverside County projects, as well as project design elements, collectively identified as project features (PF) or Standard Project Measures. While the Standard Project Measures are not required to mitigate otherwise significant impacts of the project, the project features enable the project to comply with local and State design requirements and will require coordination between engineers and contractors during final design and construction.

These measures are listed separately under "Standard Project Measures" and follow "Avoidance, Minimization, and/or Mitigation Measures."

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Date of ECR: **November 2, 2021**  
Date of ED:  
**CEQA – Environmental Impact Report (EIR)**  
**NEPA – Environmental Impact Statement (EIS)**

ENVIRONMENTAL COMMITMENTS RECORD

(Cajalco Road Widening and Safety Enhancement Project)

08-RIV-Cajalco

EA STPL 5956(195)  
PN RIV090903

Environmental Generalist:

Environmental Const. Liaison:

Project Phase:  
☒ PA/ED (*DED/FED*)  
☐ PS&E Submittal \_\_\_\_\_ %  
☐ Construction  
☐ CEC/CCA

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Completed Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<b>Community Impacts</b>										
<b>COM-3:</b> Prior to any partial or full property acquisitions that would result in residential or business relocations and/or loss of business revenue, a Relocation and Reimbursement Mitigation Plan will be prepared by the County of Riverside in accordance with Federal Relocation Assistance and Real Properties Acquisition Policies Act of 1970, as amended (42 United States Code Sections 4601–4655) requirements, and in conjunction with the Relocation Assistance Program. The purpose of the Relocation and Reimbursement Mitigation Plan is to minimize economic disruptions related to relocation and loss of property. The plan will include consultation with affected property owners to ensure full consideration of information related to property valuation, and disclosure of information regarding property rights, the relocation and reimbursement process, and available resources. The following components will be included in the plan, and provided to affected property and business owners and tenants in alternative language and/or communication formats upon request: <ul style="list-style-type: none"><li>Within the limits established by law and regulation, minimize the economic disruption caused to property owners by relocation and loss of property.</li><li>Provide regulatory compliance assistance to business owners who may require complex permitting for relocation.</li><li>A description of the appraisal, acquisition, and relocation process as well as a description of the activities of the appraisal and relocation specialists.</li><li>A means of assigning appraisal and relocation staff to affected property owners, tenants, or other residents on an individual basis.</li><li>Individualized assistance to affected property owners, tenants, or other residents in applying for funding, including research to summarize loans, grants, and federal aid available, and research areas for relocation.</li><li>Provision interpretation services, upon request, during the consultation process and during relocation coordination.</li></ul>	3.4-63	Environmental Document, Draft Relocation Impact Report	County Right of Way	Right of way acquisition phase						
<b>Aesthetics/Visual</b>										
<b>VIS-2: Replace or Relocate Site Features and Landscaping Affected by the Project.</b> Where appropriate and to the degree possible, landscaping and related appurtenances, such as fencing, privacy walls, and other similar features, removed from private properties as a result of construction will be relocated, replaced, or restored in place and in kind to address visual impacts. Slopes will (1) be graded to 4:1 or flatter; (2) be gentle, smooth, and well transitioned with slope rounding, and topsoil and duff salvaged and reused; and (3) have contours naturally formed that tie gracefully into the existing adjacent roadside and landforms. Rock cut slopes will be irregular for a natural appearance, with rounding of the tops and ends of cut slopes. Steep, obvious cuts and fills will be avoided to improve project aesthetics associated with roadside slopes.  Standard fence types (chain link, barbed wire, and/or wire mesh) will be used unless fences of special design need to be used in certain cases, such as for wild animal control. In special	3.7-60	Environmental Document, Visual Impact Assessment	Maintenance/Design/ Resident Engineer/ Contractor	Prior to and during construction						

Draft EIR/EIS and Draft Section 4(f) Evaluation  
Cajalco Road Widening and Safety Enhancement Project

D-3

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non- standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Completed Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<p>cases, alternative options such as powder-coating, the use of iron, and other enhancements will be considered</p> <p>Replacement vegetation will reflect adjacent communities and natural surroundings, serve as a visual buffer for objectionable views of the highway facility for adjacent land uses, soften visual impacts associated with graded slopes and large structures, and act to frame or enhance good views.</p> <p>For specific plant species within the limits of habitat conservation plan areas, replacement vegetation will be reestablished in the ratios identified in Measure NC-15 (NES BIO-14): no less than 3:1 mitigation ratio for riparian, 1:1 for riverine resources, and 2:1 for permanent shading of riparian vegetation and wetlands. Temporary impacts on riparian-riverine vegetation may be replaced through restoration at their current locations at a not-less-than 1:1 ratio or through the purchase of In-lieu Fee Program or other permittee-responsible mitigation bank credits, or through another approved mitigation program.</p> <p>A Tree Avoidance, Minimization, and Replacement Plan will be developed in consultation with a certified arborist for trees removed during project construction. Landscaping and planting will not be deferred, and will commence prior to the end of roadway construction. The plan will contain the following provisions and be included in the final Plans, Specifications, and Estimates (PS&amp;E):</p> <ul style="list-style-type: none"><li>– Before ground-disturbing activities begin, an International Society of Arboriculture or American Society of Consulting Arborists–certified arborist will conduct a tree inventory to identify trees subject to pruning, removal, or potential damage from the project.</li><li>– Trees consisting of a diameter at breast height greater than 12 inches will be replaced on a 1:1 basis using 15-gallon replacement trees (i.e., one 15-gallon tree would be planted for every tree removed), where feasible.</li><li>– The replacement plan for tree replacement will specifically identify the locations where replacement/transplanted trees are to be planted; replacements will occur on site if possible.</li><li>– During construction, trees greater than 12 inches diameters at breast height not proposed for removal will be protected using temporary barrier fencing.</li></ul>										
<p><b>VIS-8: Replace Disturbed Vegetation along Landscaped Freeways.</b> The County of Riverside will work with the appropriate California Department of Transportation (Caltrans) district landscape architect to determine which disturbed portions of landscaped freeways within the project limits require replanting and to what extent. At a minimum, replanting will follow the guidance in Section 92.3 of the Streets and Highways Code. Landscaping shall be drought resistant whenever feasible. Recycled water will be used for irrigation when practicable. When appropriate and consistent with integrated pest management strategies as defined in subdivision (d) of Section 14717 of the Government Code, landscaping shall include California native wildflowers and native and climate-appropriate vegetation as an integral and permanent part of the planting design, with priority given to those species of wildflowers and native and climate-appropriate vegetation that will help rebuild pollinator populations.</p> <p>Trees and shrubs will be replaced at a minimum 1:1 ratio. Container sizes and species will be determined in coordination with the appropriate Caltrans district landscape architect. Disturbed groundcovers will be replanted to match existing groundcovers, unless the Caltrans district landscape architect specifies otherwise. Irrigation of replacement plants will also be coordinated with the appropriate Caltrans district landscape architect as watering may occur with existing irrigation systems or irrigation may need to be installed. Any irrigation lines that are damaged within the state right of way as a result of project construction will also be replaced per Caltrans standards and in coordination with the appropriate Caltrans district landscape architect. No invasive plant species will be planted under any circumstances.</p>	3.7-61	Environmental Document, Visual Impact Assessment	Maintenance/Design/ Resident Engineer/ Contractor	During construction and post construction						
<b>Hydrology &amp; Floodplain</b>										
<p><b>HYD-1:</b> The County of Riverside will coordinate directly with Metropolitan Water District of Southern California (MWD) to obtain approval for right of way acquisition involving the Cajalco Creek Dam and Detention Basin and Cajalco Creek Sedimentation Basin. The County will coordinate directly with MWD in the preparation of a site-specific Drainage Study to evaluate the changes in runoff and floodplain encroachment into the Cajalco Creek Dam and Detention Basin and the Cajalco Creek Sedimentation Basin, and determine whether the conversion of right of</p>	3.9-17	Environmental Document	Resident Engineer and Contractor	Prior to construction and during construction						



Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Completed Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
way would affect operation of the dam and basins. If operation of the basins is affected by the project, engineering recommendations will be provided, and implemented as necessary, to ensure continued operation of the dam and basins. Recommendations could include regular maintenance of the dam and basins to remove sediment buildup, excavation to offset capacities of the dam and basins, or expansion of the dam and basins to the north or south depending on the build alternative selected. The County will be responsible for implementation of the engineering recommendations as part of the proposed project.										
<b>Paleontology</b>										
<b>PAL-1:</b> Grading, excavation, and other surface and subsurface excavation have the potential to affect nonrenewable paleontological resources. A Paleontological Mitigation Plan (PMP) shall be prepared by a qualified paleontologist in accordance with the California Department of Transportation (Caltrans), County of Riverside Planning Department, and the Society of Vertebrate Paleontology guidelines during the final design phase of the project. The PMP will detail all the measures to be implemented in the event of paleontological discoveries. The PMP shall include, at a minimum, the following elements.  a) Required 1-hour preconstruction paleontological awareness training for earthmoving personnel, including documentation of training, such as sign-in sheets, and hardhat stickers, to establish communications protocols between construction personnel and the principal paleontologist.  b) There will be a signed repository agreement with an appropriate repository that meets Caltrans requirements and is approved by Caltrans.  c) Monitoring, by a principal paleontologist, of paleontologically sensitive areas in sedimentary deposits during initial and all ground-disturbing activities.  d) Field and laboratory methods that meet the curation requirements of the appropriate repository will be implemented for monitoring, reporting, collection, and curation of collected specimens. Curation requirements are available for public review at the appropriate repository.  e) All elements of the PMP will follow the PMP Format published in the Caltrans Standard Environmental Reference.  f) A Paleontological Mitigation Report (PMR) discussing findings and analysis will be prepared by a principal paleontologist upon completion of project earthmoving. The report will be included in the environmental project file and also submitted to the curation facility.	3.12-14	Environmental Document, Paleontological Evaluation Memorandum	County (during PS&E final design)/Resident Engineer, Contractor and Paleontologist (during construction)	Prior to and during construction						

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Completed Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
Hazardous Waste/Materials										
HAZ-1: 9001 Cajalco Road (APNs 279-231-004, -006, -011, and 281-140-021). The County of Riverside will be responsible for implementation of the following actions regarding 9001 Cajalco Road, prior to and during construction, where applicable. The Resident Engineer, or Project Engineer under contract to the County, will ensure that the Health and Safety Plan and Soil Management Plan included in the final Plans, Specifications, and Estimates (PS&E) are implemented by the County's Construction Contractor or Project Construction Contractor under contract to the County, during construction.  a) <b>Detailed Site Investigation.</b> A Detailed Site Investigation (DSI) for arsenic concentrations in shallow soil in proposed acquisition areas of Assessor's Parcel Numbers (APNs) 279-231-004 006, -011, and 281-140-021 will be conducted during final design and prior to project construction. The DSI report will provide recommendations for remediation, health and safety, and appropriate soil management during construction using recent site-specific data representative of areas that will be disturbed during construction.  b) <b>Riverside County Department of Environmental Health Notification and Soil Remediation.</b> If site investigation concludes that contaminants are present within the project limits of disturbance that exceed regulatory thresholds, the Riverside County Department of Environmental Health (DEH) should be notified and a case opened if deemed necessary by the agency. If required, soil will be remediated to the satisfaction of the DEH or appropriate lead regulatory agency prior to commencement of construction activities. The County of Riverside will submit and file all required documentation with the appropriate regulatory agencies to formally confirm closure of the case and obtain a letter of No Further Action.  c) <b>Health and Safety Plan – APNs 279-231-004, -006, -011, and 281-140-021.</b> Project special provisions will be developed directing the construction contractor to develop a Health and Safety Plan (HASP) using data obtained during the DSI. The HASP would be prepared as outlined in Measure <b>PF HAZ-2</b> .  d) <b>Soil Management Plan – APNs 279-231-004, -006, -011, and 281-140-021.</b> Project special provisions will be prepared directing the contractor to develop a project-specific Soil Management Plan (SMP) summarizing contaminated soil management procedures, waste disposal requirements, and best management practices for work to be conducted at the site.	3.13-31	Environmental Document, Initial Site Assessment	Resident Engineer and Contractor	Prior to demolition or grading activities, and during all excavation and construction activities						
HAZ-4: 21020 Cajalco Road (APNs 318-061-027 and -030). The County of Riverside will be responsible for implementation of the following actions regarding 21020 Cajalco Road prior to and during construction, where applicable. The Resident Engineer, or Project Engineer under contract to the County, will ensure that the Health and Safety Plan and Soil Management Plan included the final Plans, Specifications, and Estimates (PS&E), are implemented, and SCAQMD Rule 1166 and Groundwater provisions below met, by the County's Construction Contractor or Project Construction Contractor under contract to the County, during construction.  a) <b>Continued Coordination with Oversight Agencies.</b> The Mobil Baldwin site at 21020 Cajalco Road (APNs 318-061-027 and -030) has undergone contaminant characterization, monitoring, and remediation beginning in June of 2000 (A.C.C.E.S., Inc., Environmental Engineering's <i>First Semi-Annual 2019 Groundwater Monitoring Report</i> ). Currently, the site is undergoing groundwater monitoring and remediation focused around contaminants of concern (total petroleum hydrocarbons and benzene). As the site is well characterized and currently undergoing remediation activities, the risk of accidental exposure to the public is considered low. Coordination would continue among the County of Riverside, Regional Water Quality Control Board (RWQCB), and the responsible party (currently Mr. Fayez Sedrak) to ensure remediation achieves case closure and that relocation of any remediation equipment and/or utilities to accommodate construction activities, if necessary, is properly completed. Residual contamination will remain in soil and/or groundwater regardless of case status. Potential future obligations may include, but not necessarily be limited to, allowing encroachment access for future monitoring, sampling, and/or remediation activities.  b) <b>Abandonment of Existing Monitoring Structures.</b> Prior to commencement of construction activity, any subsurface structures/conveyance systems pertaining to former contaminant monitoring (e.g., groundwater monitoring and vapor extraction wells, and associated conveyance piping) that interfere with proposed construction activities will be abandoned in accordance with the regulatory requirements of Riverside County Department of	3.13-32	Environmental Document, Initial Site Assessment	Resident Engineer and Contractor	Prior to demolition or grading activities, and during all excavation and construction activities						



Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Completed Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<p>Environmental Health, RWQCB, and California Department of Water Resources. Removal of these structures and facilities should be conducted by the responsible party under the oversight of RWQCB and prior to site acquisition. Groundwater monitoring wells may need to be reinstalled and/or moved to different locations following completion of the project to enable long-term monitoring of the groundwater.</p> <p>c) <b>Soil and Groundwater Investigation (Optional).</b> The County can consider a soil and groundwater investigation to provide current groundwater and/or soil contamination data on the parcel to support the development of health and safety and contaminated soil/groundwater management procedures/best management practices and/or estimation of contaminated soil-handling and disposal costs that would be incurred. If conducted, the additional investigation should be performed during final design and prior to construction. However, based upon the level of historical information available for the site, project specifications can be prepared directing the contractor for work proposed on this site using available data.</p> <p>d) <b>Health and Safety Plan – APNs 318-061-027 and -030.</b> Significant historical soil, groundwater, and/or soil vapor analytical data exist for the Mobil Baldwin Site and provide an indication of potential contaminant constituents and their respective concentrations that may be encountered during construction at this location. Adequate historical data are available to develop a project-specific Health and Safety Plan (HASP). Project special provisions should be developed directing the construction contractor to develop a HASP using information from the Preliminary Site Investigation (PSI) and any other historical data deemed necessary by the preparer. The HASP would be prepared as outlined in Measure <b>PF HAZ-2</b>.</p> <p>e) <b>Soil Management Plan – APNs 318-061-027 and -030.</b> Significant historical soil, groundwater, and/or soil vapor analytical data exist for the Mobil Baldwin site and provide an indication of potential contaminant constituents and their respective concentrations that may be encountered during construction at this location. Project special provisions should also be prepared directing the contractor to develop a project-specific Soil Management Plan (SMP) summarizing contaminated soil management procedures, waste disposal requirements, and best management practices for work to be conducted at the site.</p> <p>f) <b>South Coast Air Quality Management District (SCAQMD) Rule 1166 permitting and volatile organic compound (VOC) monitoring.</b> Construction activities will be conducted in accordance with SCAQMD Rule 1166, <i>Volatile Organic Compound Emissions from Decontamination of Soil</i>, and permitting requirements, and include VOC monitoring during earthwork and excavation activities on parcels associated with Mobil Baldwin.</p> <p>g) <b>Groundwater Disposal.</b> The disposition of the groundwater underlying the site must be considered for work activities that involve contact with the groundwater at this site for purposes of groundwater management (e.g., construction dewatering). In general, any excess groundwater generated during construction may be disposed of off site at a licensed facility or released under a discharge permit. Groundwater should not be discharged to the sewer or storm drain without proper permits. If sewer or storm drain permits are not obtained, groundwater should be containerized and transported to an appropriate disposal facility. The concentrations of VOCs and total petroleum hydrocarbons detected in groundwater would permit the water to be transported to and disposed of at an appropriate facility as non-hazardous wastewater. Special provisions should be prepared that provide the selected construction contractor with project requirements for groundwater management and discharge or disposal. Although groundwater data are available, data are not sufficient for discharge permitting. If discharge is anticipated, the County should consider collection of representative groundwater samples from one or more wells prior to their abandonment; samples should be analyzed for the full suite required for National Pollutant Discharge Elimination System permitting with the RWQCB.</p>										
<b>HAZ-6: Agricultural Land Uses.</b> The County of Riverside will be responsible for implementation of the following actions prior to and during construction, where applicable. The Resident Engineer, or Project Engineer under contract to the County, will ensure that the Agricultural Land Uses Soil Management Plan included in the final Plans, Specifications, and Estimates (PS&E), is implemented by the County's Construction Contractor or Project Construction Contractor under contract to the County, during construction.	3.13-34	Environmental Document, Initial Site Assessment	Resident Engineer and Contractor	Prior to demolition or grading activities						

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Completed Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<p>a) <b>Preliminary Site Investigation (PSI).</b> A PSI that includes soil investigations for residual concentrations of metals and organochlorine pesticides, if suspected areas of preparation involving metals and organochlorine pesticides are identified, will be conducted prior to commencement of construction within acquisition areas immediately adjacent to or within land historically associated with agricultural land uses that has not undergone redevelopment. The locations of these areas are identified on Figure 3.13-2. Construction activities will not commence until the site is deemed safe for disturbance by the appropriate regulatory agencies. The specifications prepared for construction of the project and/or the project’s Environmental Commitments Record will be updated as needed, based on the results of sampling. If the PSI concludes that contaminants are present and at levels above regulatory threshold standards, then the following corrective actions will be employed to remediate soil and/or groundwater conditions and prevent exposure of the public to hazardous levels of contaminants.</p> <p>b) <b>Corrective Action (if PSI concludes contaminants present at levels above regulatory threshold standards).</b> Based upon the findings of the PSI, special provisions will be prepared providing direction for construction activities where contaminated soil may be encountered or disturbed. If site investigation concludes that contaminants are present within the project limits that exceed regulatory thresholds, Riverside County Department of Environmental Health (DEH) will be notified and a case will be opened if deemed necessary by the agency. If required, soil will be remediated to the satisfaction of the DEH or appropriate lead regulatory agency prior to commencement of construction activity. The County of Riverside will submit and file all required documentation with the appropriate regulatory agencies to formally confirm closure of any cases and obtain letters of No Further Action.</p> <p>c) <b>Soil Management Plan – Agricultural Land Uses.</b> If contaminated soil is involved, a Soil Management Plan (SMP) will be prepared and implemented. The SMP would provide administrative, procedural, and analytical guidance to expedite and clarify decisions and actions if contaminated soils are encountered during project implementation.</p>										
<p><b>HAZ-7: Yellow Paint.</b> Due to the possible presence of elevated lead concentrations within the yellow thermoplastic and yellow-painted traffic stripes along the existing highway, a yellow paint and thermoplastic striping survey will be conducted along the project alignment for striping that will be removed. If materials will be removed in phases, samples will be collected in each phase to ensure that all materials are assessed. The paint and thermoplastic striping survey will be conducted during final design and prior to construction, by a Certified Industrial Hygienist. Handling of this material would be consistent with the California Department of Transportation’s Standard Special Provisions 36-4 and 14-11.12, or with 84-9.03C, as applicable. The County of Riverside will be responsible for implementation of the above actions prior to and during construction, where applicable. The Resident Engineer, or Project Engineer under contract to the County, will ensure the handling of yellow thermoplastic and yellow-painted traffic stripe materials consistent with Caltrans SSP 36-4 and 14-11.12, or with 84-9.03C, as applicable, by the County’s Construction Contractor or Project Construction Contractor under contract to the County, during construction.</p>	3.13-34	Environmental Document, Initial Site Assessment	Resident Engineer and Contractor	Prior to demolition or grading activities						
<p><b>HAZ-8: Asbestos-Containing Material and Lead-Based Paint.</b> Surveys for hazardous building materials, including asbestos-containing material (ACM) and lead-based paint (LBP), will be conducted for structures that will be removed in as part of the project, including the Temescal Canyon Wash Bridge. Surveys for ACM and LBP will be conducted during final design and prior to construction. A certified contractor will be retained to abate any identified ACM or LBP in accordance with all applicable laws, including Occupational Health and Safety Administration guidelines. Handling of ACM waste would be conducted consistent with California Department of Transportation (Caltrans) Standard Special Provision (SSP) 14-11.16, while LBP would be handled according to SSP 36-4. Furthermore, demolition or renovation of a structure requires submittal of Rule 1402 Form Notification of Demolition or Asbestos Removal to the South Coast Air Quality Management District for all impending demolition and renovation projects.</p> <p>In the event that ACM not identified in the asbestos study are uncovered during demolition/ renovation activities, the contractor must stop work and have these materials tested for asbestos content by a qualified subcontractor specializing in the identification, sampling, and handling of</p>	3.13-35	Environmental Document, Initial Site Assessment	Resident Engineer and Contractor	Prior to demolition or grading activities, and during all excavation and construction activities						



Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Completed Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
ACM. If ACM is present, handling of the materials would be conducted consistent with Caltrans SSP 14-11.16.  The County of Riverside will be responsible for implementation of the above actions prior to and during construction, where applicable. The Resident Engineer, or Project Engineer under contract to the County, will ensure that the handling of ACM consistent with Caltrans SSP 14-11.16, and submittal of Rule 1402 Form, are implemented by the County's Construction Contractor or Project Construction Contractor under contract to the County, during construction.										
Greenhouse Gases										
GHG-1: The project will incorporate the use of energy efficient lighting, such as light emitting diode (LED) traffic signals. LED bulbs—or balls, in the stoplight vernacular, consume less electricity than traditional lights, which will also help reduce the project's carbon dioxide emissions.	4-119	Environmental Document	Project Engineer and Contractor	During construction						
Noise										
NOI-2: Noise Barrier S-624. Construct soundwall S-624 at the right of way at a height of 10 feet, provided that the survey process approves soundwall S-624.  <ul style="list-style-type: none"><li>Build Alternative 1: Incorporate noise abatement in the form of Noise Barrier S-624 at the right of way between STA 624+22 and 625+37 (see Figure 3.15-2, Sheet 20), with respective lengths and average heights of 160 feet and 10 feet. These measures may change based on input received from the public. If conditions have substantially changed during final design, noise abatement may not be constructed.</li><li>Build Alternative 2C: Incorporate noise abatement in the form of Noise Barrier S-624 at the right of way between STA 624+22 and 625+37 (see Figure 3.15-3, Sheet 25), with respective lengths and average heights of 160 feet and 10 feet. These measures may change based on input received from the public. If conditions have substantially changed during final design, noise abatement may not be constructed.</li><li>Build Alternative 4: Incorporate noise abatement in the form of Noise Barrier S-624 at the right of way between STA #624+22 and 625+37 (see Figure 3.15-4, Sheet 25), with respective lengths and average heights of 155 feet and 10 feet. These measures may change based on input received from the public. If conditions have substantially changed during final design, noise abatement may not be constructed.</li></ul>	3.15-247	Environmental Document, Noise Study Report	County/Project Engineer	Final design						
NOI-3: Noise Barriers S-650 and S-652 (Property Line). Construct Noise Barriers S-650 and S-652 (Property Line) at a height of 8 feet, provided that the survey process approves soundwalls.  <ul style="list-style-type: none"><li>Build Alternative 1: Incorporate noise abatement in the form of Noise Barriers S-650 and S-652 (Property Line) at the property line between STA #649+29 and 650+51 (S-650) and between STA #652+32 and 655 (S-652) (see Figure 3.15-2, Sheet 21), with respective lengths and average heights of 330 and 285 feet, and 8 feet. These measures may change based on input received from the public. If conditions have substantially changed during final design, noise abatement may not be constructed.</li><li>Build Alternative 2C: Incorporate noise abatement in the form of Noise Barriers S-650 and S-652 at the property line between STA #649+29 and 650+51 (S-650) and between STA #652+32 and 655 (S-652) (see Figure 3.15-3, Sheet 24), with respective lengths and average heights of 330 and 285 feet, and 8 feet. These measures may change based on input received from the public. If conditions have substantially changed during final design, noise abatement may not be constructed.</li><li>Build Alternative 4: Incorporate noise abatement in the form of Noise Barriers S-650 and S-652 (Property Line) at the property line between STA #649+29 and 650+51 (S-650) and between STA #652+32 and 655 (S-652) (see Figure 3.15-4, Sheet 26), with respective lengths and average heights of 330 and 285 feet, and 8 feet. These measures may change based on input received from the public. If conditions have substantially changed during final design, noise abatement may not be constructed.</li></ul>	3.15-249	Environmental Document, Noise Study Report	County/Project Engineer	Final design						

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							Date / Initials	Date / Initials	YES	NO
<b>NOI-4: Inclusion of Quiet Pavement.</b> The County of Riverside will require the construction contractor to provide an asphalt mix that provides 5-decibel minimum tire pavement noise reduction, and will include this mix during construction and paving of the proposed project.	4-157	Environmental Document, Noise Study Report	County/Project Engineer	Final design						
<b>Natural Communities</b>										
<b>NC-14 (NES BIO-13):</b> A Determination of Biologically Equivalent or Superior Preservation (DBESP) report that provides analysis of direct and indirect impacts, avoidance, minimization, and compensatory mitigation, if necessary, along with the functions and values of the resources being affected as related to Section 6.1.2 of the Western Riverside County Multiple Species Habitat Conservation Plan Volume I will be prepared and submitted to the Western Riverside County Regional Conservation Authority, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife for review and approval prior to finalization of the environmental document. The DBESP will incorporate <b>NC-15 (NES BIO-14)</b> , <b>NC-19 (NES BIO-15)</b> , <b>TE-1 (NES BIO-18)</b> , and <b>TE-2 (NES BIO-23)</b> (in Section 3.21.4), and any other additional measures required based on coordination with the resource agencies. This measure includes implementation of measures identified in the DBESP.	3.17-191	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						
<b>NC-15 (NES BIO-14):</b> Compensation for permanent impacts on riparian-riverine resources will occur as a combination of enhancement, restoration, and/or creation, at a ratio that achieves no net loss of riparian-riverine resources. Compensation can also occur through the purchase of mitigation bank credits through the Riverside-Corona Resource Conservation District In-lieu Fee Program (ILFP), Santa Ana Watershed Association ILFP, a permittee responsible mitigation bank, and/or other approved mitigation provider and/or creation of riparian-riverine resources, including federal and state jurisdictional water resources. For riparian resources a mitigation ratio of no less than 3:1 is proposed, and for riverine resources no less than a 1:1 ratio is currently proposed. A mitigation ratio of no less than 2:1 is proposed for permanent shading of riparian vegetation and wetlands <sup>1</sup> to address temporal loss of these habitats. Mitigation for all aquatic resources will be biologically superior or equivalent to resources occurring on site. The temporary impacts on riparian-riverine resources may be replaced through restoration of the temporarily affected area to pre-project conditions at a ratio of no less than 1:1, or through the purchase of mitigation bank credits, a permittee responsible mitigation bank, or other approved mitigation program. Details of the compensation for riparian-riverine resources will be provided in the Determination of Biologically Equivalent or Superior Preservation (Measure <b>NC-14 [NES BIO-13]</b> ). Because the federally and state-listed as endangered least Bell's vireo occupies the riparian-riverine areas at Temescal Creek, Cajalco Creek, and other unnamed drainages proposed for impact, the compensation for both Western Riverside County Multiple Species Habitat Conservation Plan riparian-riverine and least Bell's vireo should also be integrated. Compensatory mitigation will be coordinated with U.S. Army Corps of Engineers (USACE) Clean Water Act (CWA) 404 authorization, Regional Water Quality Control Board (RWQCB) CWA 401 Certification, California Department of Fish and Wildlife (CDFW) Fish and Game Code 1602 Streambed Alteration Agreement acquisition (measure <b>WET-1</b> in Section 3.18), and Western Riverside County Multiple Species Habitat Conservation Plan riparian-riverine requirements to ensure efficiencies with the mitigation effort. Final mitigation ratios will be determined after consultation with the USACE, RWQCB, Control Board, U.S. Fish and Wildlife Service, and CDFW.	3.17-191	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						

<sup>1</sup> Mitigation ratios may differ based on the location of riparian/riverine resources within the limits of disturbance. For example, riparian habitat within Temescal Wash may be mitigated at a higher ratio due to the quality of functions and values for wildlife movement, “live-in” habitat for sensitive species (i.e., least Bell’s vireo), and water quality functions.



Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision:  (standard, special, non- standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Completed Environmental Compliance	
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<b>NC-17 (NES BIO-17):</b> Compensation for permanent loss of habitat on the Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (LM MSHCP) area will be accomplished through the acquisition of replacement lands; a ratio no less than 1:1 is currently proposed. The County will purchase lands which will provide equivalent or greater habitat value and be located adjacent to the existing LM MSHCP area to ensure the reserve remains whole. The replacement lands will be managed by the Lake Mathews Reserve Management Committee (LMRMC) and the Metropolitan Water District of Southern California (MWD) in perpetuity as part of the larger Lake Mathews Reserve. If adequate replacement lands are not available at the time of land acquisition, the remainder of the necessary lands will be purchased from a mitigation bank (if available), and supplemental actions identified in Measure <b>NC-18 (NES BIO-31)</b> implemented in coordination with LMRMC and MWD.	3.17-192	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During right of way acquisition						
<b>NC-18 (NES BIO-31):</b> To compensate for the loss of natural lands on the Lake Mathew Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (LM MSHCP) area, the County of Riverside will coordinate with Lake Mathews Reserve Management Committee (LMRMC) to develop a suite of mitigation measures that demonstrate biological equivalency to offset the loss, including the acquisition of adequate replacement and restoration of lands (Measures <b>NC-17 [NES BIO-17]</b> and <b>NC-19 [NES BIO-15]</b> ), fencing to aid in management of the Lake Mathews Multiple Species Reserve (LMR) (Measure <b>NC-16 [NES BIO-19]</b> ), and funding to be used toward LMR management. The County of Riverside will develop the funding mechanism with input from the RMC that will be used to support management of new reserve lands acquired for the LM MSHCP area and any existing reserve lands, along with shared maintenance and security costs for the LM MSHCP area.	3.17-193	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Prior to construction						
<b>NC-19 (NES BIO-15):</b> Restoration of temporary impact areas on the Lake Mathew Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan area will be accomplished through on-site restoration of those temporarily affected areas. A Habitat Mitigation and Monitoring Plan will be developed in consultation with Lake Mathews Reserve Management Committee, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife.	3.17-193	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Prior to construction (HMMP), Post construction (implementation)						
<b>NC-20 (NES BIO-21):</b> Public/Quasi-Public (PQP) lands in Existing Core C and Proposed Extension of Existing Core 2 and Proposed Linkage 3 that will be permanently removed are proposed to be replaced at a minimum 1:1 ratio. This will be coordinated with riparian-riverine compensation ( <b>BIO-14</b> ) and jurisdictional resources permitting (Measure <b>WET-1</b> in Section 3.18), as feasible. An evaluation of existing functions and value of PQP conserved lands within the project area will be performed as part of the Project Equivalency Determination, to provide accurate estimate of potential impacts (direct and indirect) and ensure the proposed replacement lands are equivalent or superior to those lands proposed for impact. Prior to land acquisition, an equivalency report will be provided that analyzes the existing biological resources being permanently removed compared to the biological resources supported by the lands proposed for acquisition. The resource mitigation values will need to be equivalent or superior to what is being removed. The Lake Mathews Reserve Management Committee (LMRMC) will be consulted regarding mitigation lands proposed within Lake Mathews Multiple Species Reserve PQP conserved lands, and provided opportunity for input on the selection of lands. Execution of this mitigation measure will include compensatory mitigation needed for least Bell's vireo (refer to Measure <b>TE-2 [NES BIO-23]</b> in Section 3.21.4) and Western Riverside County Multiple Species Habitat Conservation Plan riparian-riverine resources (Measures <b>NC-14 [NES BIO-13]</b> , <b>NC-15 [NES BIO-14]</b> , <b>NC-17 [NES BIO-17]</b> , and <b>NC-19 [NES BIO-15]</b> ) as feasible. The Equivalency Determination will be reviewed by the Western Riverside County Regional Conservation Authority (RCA), U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and LMRMC, and approved by RCA, USFWS, and CDFW.	3.17-193	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Prior to construction (equivalency report), Post construction (implementation)						
<b>Wetlands</b>										
<b>WET-1:</b> Compensation for direct permanent impacts on U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) wetland and non-wetland waters of the U.S. (WoUS)/waters of the State (WoS) and California Department of Fish and Wildlife (CDFW) streambed and associated riparian habitat will occur as a combination of enhancement, restoration, and/or creation, at a ratio that achieves no net loss of wetland WoUS. Compensation can occur through the purchase of mitigation bank credits through the Riverside-	3.18-212	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During right of way acquisition and post construction						

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							Date / Initials	Date / Initials	YES	NO
Corona Resources Conservation District In-lieu Fee Program (ILFP), Santa Ana Watershed Association, a permittee responsible mitigation bank, and/or other agency-approved mitigation provider. No less than a 3:1 mitigation ratio is proposed for USACE/RWQCB wetlands and CDFW riparian vegetation and wetlands. A ratio of not less than 1:1 for USACE/RWQCB non-wetland WoUS/WoS and CDFW streambed is currently proposed. A mitigation ratio of no less than 2:1 is proposed for permanent shading of USACE wetlands and CDFW riparian vegetation (including CDFW-regulated wetlands) <sup>2</sup> to address temporal loss. Mitigation for all jurisdictional resources will be biologically superior or equivalent to resources occurring on site.  Temporary impacts on USACE/RWQCB wetland and non-wetland WoUS/WoS and CDFW streambed, and associated riparian habitat, may be replaced through restoration of the temporarily affected area to pre-project conditions at a ratio no less than 1:1 or through the purchase of ILFP or mitigation bank credits, a permittee responsible mitigation bank, or other approved mitigation program. Compensatory mitigation will be coordinated with USACE Clean Water Act (CWA) 404 authorization, Regional Water Quality Control Board (RWQCB) CWA 401 Certification, CDFW Fish and Game Code 1602 Streambed Alteration Agreement acquisition, and Western Riverside County Multiple Species Habitat Conservation Plan riparian-riverine requirements to ensure efficiencies with the mitigation effort. Final mitigation ratios will be determined after consultation with USACE, RWQCB, U.S. Fish and Wildlife Service, and CDFW.										
Plant Species										
PL-1 (NES BIO-22): Paniculate Tarplant Seed Collection. Seeds for paniculate tarplant will be collected prior to construction activities. Seeds will be stored and redistributed after construction is completed.	3.19-72	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Prior to and post construction						
Animal Species										
AS-1 (NES BIO-25): BUOW Management Plan. A burrowing owl (BUOW) management plan will be developed to ensure avoidance of impacts on BUOW within Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) BUOW survey areas. In the plan, the following information, at a minimum, will be included and performed during each phase of project construction:  a) Focused Survey for BUOW – Performed following the WRC MSHCP protocol between the window of March 1 through August 31 and in the survey season prior to scheduled construction. The survey will include the limits of disturbance (LOD) of the selected build alternative and up to a 300-foot buffer if performed between February 1 and August 31.  b) Preconstruction Survey for BUOW – Performed within 30 days prior to ground disturbance regardless of whether the species is found during the focused survey. The survey area would be the LOD and at least a 300-foot buffer and required only within WRC MSHCP BUOW survey areas.  c) Protocol for Presence – Steps necessary for handling the presence of BUOW (if found during either of the two surveys), which may include full avoidance, if feasible, or passive relocation by a qualified ornithologist.  d) Agency Approval – The BUOW management plan will be submitted for review by the Western Riverside County Regional Conservation Authority, U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and Lake Mathews Reserve Management Committee (for Lake Mathews Multiple Species Reserve area only).	3.20-132	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Prior to and during construction						

<sup>2</sup> Mitigation ratios may differ based on the location of riparian/riverine resources within the limits of disturbance. For example, riparian habitat within Temescal Wash may be mitigated at a higher ratio due to the quality of functions and values for wildlife movement, “live-in” habitat for sensitive species (i.e., least Bell’s vireo), and water quality functions.



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							Date / Initials	Date / Initials	YES	NO
<b>AS-2 (NES BIO-16): Light Shielding.</b> The Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) requires that shielding be incorporated in project designs to ensure ambient lighting in WRC MSHCP conservation areas is not increased (WRC MSHCP Volume I, Section 6.1.4). Night lighting will be directed away from natural lands within existing and proposed WRC MSHCP conservation areas in order to support potential linkage and core functions during construction. This is intended to protect species within existing and proposed WRC MSHCP conservation areas from direct night lighting during construction, if activities occur at night. Areas where night lighting restrictions applies for each build alternative: <ul style="list-style-type: none"><li>Build Alternative 1: Station location (STA) #18 to 27; STA #90 to 146; STA #159 to 513</li><li>Build Alternative 2C: STA #18 to 27; STA #90 to 146; STA #159 to 518</li><li>Build Alternative 4: STA #18 to 27; STA #90 to 149; STA #149 to 182 (west side of limits of disturbance [LOD] only); STA #184 to 231 (east side of LOD only); STA #270 to 318 (south side of LOD only); STA #330 to 344 (south side of LOD only); STA #356 to 385 (south side of LOD only); STA #385 to 421; STA #421 to 511 (south side of LOD only); and STA #511 to 581.</li></ul>	3.20-132	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Final design and during construction						
<b>AS-3 (NES BIO-28): Preconstruction Surveys.</b> Preconstruction clearance surveys for sensitive wildlife species will be performed within 3 days prior to construction to flush the species from the construction footprint following the installation of Environmentally Sensitive Area (ESA) fencing. ESA fencing must be sufficient to prevent the entry of animals into the limits of disturbance (LOD) as feasible. No nesting birds will be flushed during the nesting season. Bats will not be flushed but will be protected as specified in <b>AS-4</b> . Burrowing wildlife will be relocated from the site as feasible during preconstruction clearance surveys.	3.20-132	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Prior to construction						
<b>AS-4 (NES BIO-26): Bat Management.</b> A bat management plan will be developed to ensure mortality to roosting bats does not occur to ensure California Environmental Quality Act compliance and consistency with the Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan. The following items will be included in the plan, at a minimum: <ul style="list-style-type: none"><li>a) For each location determined to be suitable for special-status bat species or large colonial roosts, a preconstruction survey will be conducted to determine if the location is occupied by roosting bats.</li><li>b) For each location confirmed to be occupied by bats, the plan will provide details both in text and graphically where exclusion devices will need to be placed, the timing for exclusion work, and the timeline and methodology needed to exclude the bats.</li><li>c) Monitoring activities and schedule will be included, including frequency of monitoring, which structures would need to be monitored, and reporting requirements.</li><li>d) Draft plan will be submitted for review to the U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and Lake Mathews Reserve Management Committee.</li></ul>	3.20-133	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Prior to (Plan) and during (implementation) construction						
<b>AS-5 (NES BIO-27): Nesting Bird Management.</b> A nesting bird management plan will be drafted to provide a comprehensive approach to addressing nesting birds prior to the commencement of construction phases. It will include, at a minimum, the following items: <ul style="list-style-type: none"><li>a) Project biologist and monitoring biologist qualifications.</li><li>b) Methods for preconstruction surveys for nesting birds protected under the Migratory Bird Treaty Act and California Fish and Game Code, which will be performed prior to the start of all project phases during the bird breeding season. Preconstruction nesting bird survey requirements may be superseded by the Lake and Streambed Alteration Agreement.</li><li>c) Methods and timing (including seasonal considerations) for addressing nesting birds, raptors, and colonial nesting birds (i.e., swallows), including avoidance buffers; avoidance measures to reduce disturbances to active nests; and deterrent methods.</li><li>d) Reporting requirements.</li></ul> This nesting bird management plan will be coordinated with and submitted for review by U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and Lake Mathews Reserve Management Committee (as the plan pertains to the Lake Mathews Multiple Species Reserve area).	3.20-133	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Prior to (Plan) and during (implementation) construction						

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Completed Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<b>AS-6 (NES BIO-29): Pet Policy.</b> Construction staff will not be permitted to bring their pets in, or adjacent to, the construction area.	3.20-134	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						
<b>AS-7 (NES BIO-20): Environmentally Sensitive Areas.</b> Environmentally sensitive area (ESA) fencing must be sufficient to prevent the entry of animals into the limits of disturbance (LOD). Once the ESA fencing has been installed ( <b>NC-6 [NES BIO-6]</b> ), a preconstruction reptile and amphibian clearance survey will be conducted no more than 3 days prior to site grubbing and grading of lands in the area. If construction is to follow in stages, then the preconstruction clearance survey would be scheduled to follow just prior to site grubbing and grading. Clearance surveys will be conducted during the appropriate time of day when reptiles and amphibians are active. This measure is applicable for the following species and locations: <ul style="list-style-type: none"><li>Arroyo Toad: All Conserved Lands (refer to Section 3.21.3)</li><li>Southern California Legless Lizard, California Glossy Snake, Coast Western Patch-Nosed Snake, Two-Striped Garter Snake: Entire Project LOD (refer to Section 3.20.3)</li><li>San Bernardino Ring-Necked Snake, Coastal Rosy Boa: Lake Mathews Reserve (refer to Section 3.20.3)</li></ul>	3.20-134	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Final design and during construction						
<b>Threatened &amp; Endangered Species</b>										
<b>TE-1 (NES BIO-18):</b> Between March 15 and September 15, all heavy equipment will install and maintain mufflers or other noise-reducing features will be installed when working at Temescal Creek and Cajalco Creek. Additionally, a biological monitor shall be present for activities occurring within or adjacent to riparian habitats where the potential for noise levels to exceed 60 A-weighted decibels may occur at the edge of suitable habitat. If construction noise is negatively affecting least Bell's vireo or other nesting birds, as determined by the biological monitor, work shall cease (unless authorized by the wildlife agencies) until adequate sound barriers can be constructed to reduce noise levels at the edge of the riparian corridor. It may be most effective to construct noise barriers prior to March 15 to ensure construction delays do not occur. All noise barriers will need to be placed within the limits of disturbance.	3.21-116	Environmental Document, Natural Environment Study	County/Project Engineer	During construction						
<b>TE-2 (NES BIO-23):</b> The permanent removal of occupied least Bell's vireo (LBV) habitat will be mitigated at a minimum 2:1 ratio, with compensatory mitigation occurring as creation and/or restoration. For all LBV occupied habitat temporarily removed during construction, restoration would occur at the original location at a minimum 1:1 ratio, including meeting performance criteria. Temporal loss of riparian habitat will be addressed by mitigation for riparian-riverine resources (see Section 3.17, <i>Natural Communities</i> ). Compensatory mitigation for LBV impacts should be coordinated with the riparian-riverine resources mitigation (Measure <b>NC-15 [NES BIO-14]</b> in Section 3.17, <i>Natural Communities</i> ), Public/Quasi-Public lands mitigation (Measure <b>NC-20 [NES BIO-21]</b> in Section 3.17, <i>Natural Communities</i> ), and aquatics permitting mitigation (Measure <b>WET-1</b> in Section 3.18, <i>Wetlands and Other Waters</i> ).	3.21-116	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Prior to and post construction						
<b>TE-3 (NES BIO-30):</b> Prior to the start of construction activities, a Stephens' kangaroo rat (SKR) management plan will be developed for project activities occurring on the Riverside County Habitat Conservation Agency (RCHCA) SKR Core Reserve to minimize direct impacts on the species. At a minimum this measure will include: (1) preconstruction surveys by a qualified biologist; and (2) avoidance and minimization measures to reduce impacts on SKR.  The SKR management plan will be consistent with existing reserve management guidelines that will be coordinated with RCHCA. In addition, the management plan will submitted for review by RCHCA, U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and Lake Mathews Reserve Management Committee (as the plan pertains to the Lake Mathews Multiple Species Reserve area).	3.21-117	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Prior to (plan) and during (implementation) construction						



Standard Project Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Completed Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<b>Land Use</b>										
<b>PF LU-1: Traffic Management Plan.</b> Prior to construction, the County of Riverside (County) will develop a Traffic Management Plan (TMP) that will include the following elements: construction staging plans, public awareness campaign, analysis of impacts on traffic, options for lane closures, and alternate route strategies. In addition, the TMP will address access, circulation, parking, public transportation, and pedestrian and bicycle facilities as described below: <ul style="list-style-type: none"><li>Prior to construction, the County will coordinate with local agencies, emergency services, and law enforcement to minimize disruptions to access, circulation, and parking.</li><li>Prior to construction, the County will coordinate with local jurisdictions to adjust signal timing on arterial streets during construction to minimize traffic congestion.</li><li>Prior to construction, the County will provide appropriate signage as needed throughout construction. The construction contractor will maintain appropriate signage to direct pedestrians, bicyclists, and vehicular traffic via alternate routes. Disabled access will be maintained during construction.</li><li>Prior to construction, the County will coordinate with public transportation agencies to provide rerouting information, including operating schedules, to the public.</li><li>The County will maintain pedestrian access points to businesses, parks, and schools within the construction area throughout the construction period, where feasible. If usual access points are lost, provisions for alternative access to the affected parcels will be made. Appropriate signage will be placed to inform pedestrians and bicyclists of the alternative access to local businesses. Disabled access will be maintained during construction where feasible.</li><li>Appropriate signage and advanced warning will be implemented to direct pedestrian, bicycle, and vehicular traffic to alternate routes as deemed necessary.</li><li>If short-term full roadway closure is necessary, it will be scheduled for nighttime to minimize impacts on motorists.</li></ul>	3.1-28	Environmental Document	Project Engineer	Final design and during construction						
<b>Farmland</b>										
<b>PF FA-1:</b> Access to all farmland will be maintained once construction is complete, including to any field remnants that may be cut off by the new roadway	3.2-41	Environmental Document, Community Impact Assessment	County Right of Way	Post construction						
<b>PF FA-2:</b> Farmland temporarily affected during construction activities will be returned to conditions that allow for continued use and function as farmland following construction of the project. Any compensation deemed necessary for continuation of pre-project farming operations affected by the project will be negotiated in accordance with the federal Uniform Relocation Assistance and Property Acquisition Act of 1970, as amended (42 United States Code Sections 4601-4655).	3.2-45	Environmental Document, Community Impact Assessment	County Right of Way	Post construction						
<b>Community Impacts</b>										
<b>PF COM-1:</b> As part of project implementation, relocation assistance payments and counseling would be provided by the County of Riverside to persons and businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, as amended (42 United States Code Sections 4601–4655), to ensure adequate relocation and a decent, safe, and sanitary home for displaced residents. The County of Riverside will provide compensation to eligible recipients for property acquisitions. All eligible displacees would be entitled to moving expenses. All benefits and services would be provided equitably to all residential and business displacees without regard to race, color, religion, age, national origins, and disability, as specified under Title VI of the Civil Rights Act of 1964. All relocation activities would be conducted by the implementing agencies in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, as amended. Relocation resources would be available to all displacees without discrimination.  In addition, the Nonresidential Relocation Assistance Program (RAP) provides assistance to businesses, farms, and nonprofit organizations in locating suitable replacement properties and reimbursement for certain costs involved in relocation. The RAP will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs.	3.4-34	Environmental Document, Draft Relocation Impact Report	County Right of Way	Right of way acquisition phase						

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							Date / Initials	Date / Initials	YES	NO
The types of payments available to eligible businesses, farms, and nonprofit organizations are instead of any moving, searching, and reestablishment expenses.										
<b>PF COM-2:</b> Signage provisions shall be made available to businesses whose temporary or permanent visibility and vehicular access changes as a result of the project. Temporary sign relocations will conform with Title 17 of County of Riverside Code 17.254.030(A) (Standards for all Temporary Signs), and permanent sign relocations will conform with County Code 17.252.030 (Outdoor advertising displays), 17.252.040 (On-site advertising structures and signs), 17.252.070 (Relocated outdoor advertising displays), and placed within the project limits. Relocated signs will be placed at heights that do not exceed surrounding structures or obstruct views.	3.4-44	Environmental Document, Community Impact Assessment	County and Project Engineer	Final design						
<b>Utilities/Emergency Services</b>										
<b>PF UT-1:</b> The County of Riverside will coordinate all utility relocation work with the affected utility companies to ensure minimum disruption to customers in the service areas during construction. All public utility lines, pipes, and cables that are disturbed or removed to accommodate the proposed project will be replaced or relocated within the project limits to continue to meet the needs of residents and businesses in the community.	3.5-7	Environmental Document	Resident Engineer/ Contractor	Final design and during construction						
<b>Aesthetics/Visual</b>										
<b>PF VIS-1:</b> Contouring and Replanting Disturbed Areas. Post-construction, any disturbed areas remaining as bare ground will be returned to natural contour grades and hydro-seeded with a County of Riverside–approved native plant seed mix. This seed mix shall not contain any species listed on the California Integrated Pest Council Inventory.	3.7-12									
<b>PF VIS-3: Design Proposed Noise Barriers to Be Visually Consistent with Existing Noise Barriers in the Project Vicinity.</b> Existing noise barriers in the project vicinity utilize a combination of solid barriers and landscaping to improve site aesthetics. Any noise barriers constructed as a result of the proposed project will be designed and constructed in a manner that complements and blends with nearby existing noise barriers. Aesthetic treatments such as color and/or texture will be considered for the walls, and their compatibility with existing conditions, and with applicable goals and policies of the County, will be considered prior to final design. The County’s Resident Engineer, or Project Engineer under contract to the County, will ensure that the aesthetic treatments included in the final Plans, Specifications, and Estimates (PS&E) are implemented by the County’s Construction Contractor or Project Construction Contractor under contract to the County, during construction.	3.7-18	Environmental Document, Visual Impact Assessment	Maintenance/Design/ Resident Engineer/ Contractor	Final design						
<b>PF VIS-4: Apply Minimum Lighting Standards.</b> All artificial outdoor lighting and overhead street lighting will be limited to only those locations where it is absolutely necessary for safety and security requirements, such as intersections. In most cases, lighting will consist of County lighting standards that are up to 35 feet in height, and the minimum required for driver safety. Lighting will be designed using the Illuminating Engineering Society’s design guidelines and in compliance with International Dark-Sky Association–approved fixtures. All lighting will be designed to have minimum impact on the surrounding environment and will use downcast, cut-off type fixtures that are shielded and direct the light only toward objects requiring illumination. Therefore, lights will be installed at the lowest allowable height and cast low-angle illumination while minimizing incidental light spill onto adjacent properties or open spaces, or backscatter into the nighttime sky. The lowest allowable wattage will be used for all lighted areas, and the number of nighttime lights needed to light an area will be minimized. Light fixtures will have non-glare finishes that will not cause reflective daytime glare.  Lighting will be designed for energy efficiency, with daylight sensors or timers with an on/off program. Lights will provide good color rendering with natural light qualities, with the minimum intensity needed for security, safety, and personnel access. Lighting, including light color rendering and fixture types, will be designed to be aesthetically pleasing. Light-emitting diode (LED) lighting will avoid the use of blue-rich white light lamps (BRWL) lamps and use a correlated color temperature that is no higher than 3,000 Kelvin, consistent with the International Dark-Sky Association’s Fixture Seal of Approval Program (International Dark-Sky Association 2010a, 2010b, 2015). In addition, LED lights will use shielding to ensure that nuisance glare and light spill does not affect sensitive residential viewers. Technologies to reduce light pollution evolve over time; design measures that are currently available may help	3.7-23	Environmental Document, Visual Impact Assessment	Maintenance/Design/ Resident Engineer/ Contractor	During construction						



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but may not be the most effective means of controlling light pollution once the project is designed. Therefore, all design measures used to reduce light pollution will use the technologies available at the time of project design to allow for the highest potential reduction in light pollution.  The County's Resident Engineer, or Project Engineer under contract to the County, will ensure that the Lighting Plan included in the final Plans, Specifications, and Estimates (PS&E) is implemented by the County's Construction Contractor or Project Construction Contractor under contract to the County, during construction.										
<b>PF VIS-5: Basin and Flood Control Drainage Facility Treatments.</b> New or expanded basins and the new flood control drainage facility would be soft-bottom where hydraulically feasible; however, some would need to be concrete-lined. The soft-bottomed basins would further be vegetated where vegetation would not interfere with the intended use of the facilities (i.e., conveyance of water). Seeding with appropriate species would be determined in coordination with a County-approved biologist, and consistent with the requirements of the WRC MSHCP, LM MSHCP, and/or SKR HCP, where applicable.	3.7-25	Environmental Document, Visual Impact Assessment	Maintenance/Design/ Resident Engineer/ Contractor	During construction						
<b>PF VIS-6: Temescal Creek Bridge Design.</b> Section 14.7.1 of the City of Corona El Cerrito Specific Plan Scenic Corridor Design Standards, shall be applied in the design and construction of the widened Temescal Creek Bridge:  1. Outstanding scenic vistas and visual features shall be preserved and protected for the enjoyment of the traveling public as viewed from the roadway.  2. The design and appearance of new structures and/or equipment within scenic corridors shall be compatible with the setting or environment.  6. Trees and other roadside planting shall be utilized to protect and enhance the view from the roadway.  7. Earthmoving operations which expose soil surfaces which would be visible from the scenic corridors shall be required to reestablish vegetation to bind the soil, prevent water or wind erosion and reestablish a natural vegetative appearance.	3.7-26	Environmental Document, Visual Impact Assessment	Maintenance/Design/ Resident Engineer/ Contractor	Final design						
<b>PF VIS-7: New Bridge Architectural Treatments.</b> Aesthetic treatments, such as color and/or texture, that are consistent with County design and engineering standards, and complement area conditions, will be applied to new bridge structures.	3.7-49	Environmental Document, Visual Impact Assessment	Maintenance/Design/ Resident Engineer/ Contractor	Final design						
<b>Cultural Resources</b>										
<b>PF CR-1: Discovery of Human Remains.</b> If human remains are discovered during construction, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the County Coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who, pursuant to Public Resources Code (PRC) Section 5097.98, will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact Gary Jones, District Native American Coordinator, at (909) 383-7505 so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.	3.8-22	Environmental Document, Historic Property Survey Report, Memorandum of Understanding	County Project Engineer/ Project Archaeologist	Prior to (plan) and during (implementation) construction						
<b>PF CR-2: Unanticipated Discoveries.</b> If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. Unanticipated discoveries will be treated according to the Project Discovery and Monitoring Plan.	3.8-22	Environmental Document, Historic Property Survey Report, Memorandum of Understanding	County Project Engineer/ Project Archaeologist	Prior to (plan) and during (implementation) construction						
<b>Water Quality</b>										
<b>PF WQ-1: 401 Certification.</b> The project proponent will obtain a Clean Water Act Section 401 Certification from the Santa Ana Regional Water Quality Control Board for activities that may result in impacts on State Water Quality Standards.	3.10-15	Environmental Document, Natural Environment Study	County/Project Engineer	Prior to and during construction						

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<b>PF WQ-2: 404 Permit.</b> The project proponent will obtain a Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers for activities that would discharge materials into waters of the U.S.	3.10-15	Environmental Document, Natural Environment Study	County/Project Engineer	Prior to and during construction						
<b>PF WQ-3: Post-Construction BMPs.</b> Post-construction best management practices will be implemented to the maximum extent practicable, consistent with the requirements of the National Pollutant Discharge Elimination System permit and Waste Discharge Requirements for the County of Riverside’s Municipal Separate Storm Sewer System Permit in place at the time of project approval.	3.10-15	Environmental Document, Natural Environment Study	County/Project Engineer	During and post construction						
<b>PF WQ-4: Construction SWPPP.</b> The project will comply with the State Water Resources Control Board Construction General Permit in effect at the time of the project goes to construction, by developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is a project-specific document that calculates the site’s risk level during construction, includes guidelines for monitoring and reporting, and provides Erosion Control Plan and BMP details for the construction site. The SWPPP also includes construction site best management practices (BMPs), which are implemented to minimize sediment and erosion during construction. The SWPPP includes a sampling and analysis plan for non-visible pollutants (contaminants). Construction Site BMPs are incorporated in the SWPPP and implemented during the construction period. The SWPPP would also include post-construction erosion control measures such as re-vegetation of disturbed soil areas.  The contractor would be responsible for preparing a SWPPP according to the Construction General Permit, incorporating all BMPs in the contract plans, and amending the SWPPP during the course of construction as necessary. The construction contractor would be required to regularly inspect and maintain the BMPs to ensure they are in good working order, as required in the Construction General Permit SWPPP. The contractor would implement appropriate hazardous material management practices, spill prevention measures, and other good housekeeping measures to reduce the potential for chemical spills or releases of contaminants, including any non-stormwater discharge off site. Any construction-related impacts on water quality would be avoided or otherwise minimized with the implementation of construction BMPs such as fiber rolls, silt fence, stabilized construction entrance/exit, and concrete washouts.	3.10-17	Environmental Document, Natural Environment Study	County/Project Engineer	Prior to and during construction						
<b><u>Geology/Soils/Seismic/Topography</u></b>										
<b>PF GEO-1:</b> Implement the California Department of Transportation’s (Caltrans’) procedures regarding seismic design, as detailed in Section 19, “Earthwork,” of the Caltrans Standard Specifications Manual. Seismic design would also meet County of Riverside (County) requirements for near-source design parameters under the Uniform Building Code (UBC).	3.11-16	Environmental Document, Structure Preliminary Geotechnical Reports	County/Project Engineer	Prior to and during construction						
<b>PF GEO-2: Core Sample Tests.</b> Prior to construction, the following additional fieldwork and laboratory testing will be performed:  a) Borings will be taken in accordance with Table 10-1 of the American Association of State Highway and Transportation Officials’ Load and Resistance Factor Design Bridge Design Specifications for number, spacing, and depth of borings.  b) Rock core samples will be collected to estimate rock quality designation.  c) Seismic refraction survey and refraction microtremor survey are recommended to evaluate rock rippability and shearwave velocity, respectively.  d) Test pits or other methods will be used to collect data for evaluation of the soil cover over the competent soil or bedrock and stability of the steep descending slope.  e) Sufficient field and laboratory testing will be conducted to classify the subsurface materials and define liquefaction, shear strength, compressibility, and corrosion properties of the soils and rock encountered.	3.11-17	Environmental Document, Structure Preliminary Geotechnical Reports	County/Project Engineer	Prior to construction						



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<b>PF GEO-3: Excavation and Stabilization Techniques.</b> Temporary excavations and installation of spread footing foundations at bridges will include the following techniques. If loose or otherwise unsuitable materials are present below foundation level, limited overexcavation and replacement with lean concrete slurry may be needed to transmit foundation loads to competent soils.  a) In the event that near-slope materials are not adequate to support spread footings, cast-in-drilled-hole (CIDH) piles socketing into the bedrock could be considered.  b) Subgrade conditions and need for subgrade preparation or stabilization measures, particularly in the vicinity of the slope, should be evaluated in detail in the Plans, Specifications, and Estimates (PS&E)-level investigation.  c) The need for foundation overexcavation or use of deep foundations should be addressed in the Foundation Report after performing the PS&E-level investigation.	3.11-17	Environmental Document, Structure Preliminary Geotechnical Reports	County/Project Engineer	Prior to construction						
<b>PF GEO-4:</b> Appropriate backfill materials would be used in accordance with California Department of Transportation standards. Select fill materials should be used for mechanically stabilized earth wall construction, and use of oversize materials generated in cuts screened prior to use as backfill materials.	3.11-21	Environmental Document, Structure Preliminary Geotechnical Reports	County/Project Engineer	During construction						
<b>PF GEO-5:</b> Structure approach embankment is that portion of the fill material within approximately 150 feet longitudinally of the structure in accordance with Figure 208.11 of the Highway Design Manual. Structure abutment embankment fill should be compacted to not less than 95 percent relative compaction in accordance with Section 19-5.03B of the Standard Specifications (Caltrans 2018). Poor quality material, such as expansive soils, must be precluded from structure abutment embankments unless treated and placed in accordance with California Department of Transportation Geotechnical Manual Section 3.1.2. Expansive soil materials for this requirement are defined as having either an Expansion Index (ASTM D 4829) greater than 50, or a Sand Equivalent (California Test Method 217) less than 20. This requirement is exclusive of the structure backfill and pervious backfill material requirements as shown on the plans and set forth in the Standard Specifications under Sections 19-3.02B and 19-3.03E, Structure Backfill, and 19-3.02C and 19 3.03G, Pervious Backfill Material, respectively.	3.11-21	Environmental Document, Structure Preliminary Geotechnical Reports	County/Project Engineer	During construction						
<b>Hazardous Waste/Materials</b>										
<b>PF HAZ-2. Health and Safety Plan.</b> The Health and Safety Plan (HASP) would provide direction for the identification, evaluation, and control of the wide variety of chemical, physical, biological, and ergonomic hazards that may be encountered during construction activities. The HASP will also address the management of potential health and safety hazards to workers and the public, and will be prepared and implemented prior to initiation of the construction activities. Instructions, guidelines, and requirements for handling hazardous materials to ensure employee safety as provided in Chapter 16, “Hazardous Materials Communication Program,” of the California Department of Transportation’s Safety Manual will be included in the HASP. The HASP should be prepared and stamped by a Certified Industrial Hygienist (CIH) and will provide appropriate administrative controls, engineering controls, and personal protective equipment necessary to eliminate or reduce hazards to both project personnel and the community.	3.13-27	Environmental Document, Initial Site Assessment	Resident Engineer and Contractor	Prior to demolition or grading activities, and during all excavation and construction activities						
<b>PF HAZ-3. Handling, Transport, and Disposal of Wastes.</b> Wastes and petroleum products used or encountered during construction will be collected, transported, and removed from the project site in accordance with Resource Conservation and Recovery Act regulations and federal/Occupational Health and Safety Administration standards, including Waste Management and Materials Pollution Control Best Management Practices (BMPs) – Spill Prevention and Control, Materials; and Waste Management BMPs, Hazardous Waste Management. The following California Department of Transportation (Caltrans) and other regulations will also be followed, as applicable:  • All hazardous waste will be stored, transported, and disposed of as required in California Code of Regulations (CCR) Title 22, Division 4.5; Code of Federal Regulations (CFR) Title 49, Parts 261–263;  • Applicable Caltrans requirements as stated in Section 7-109, Solid Waste Disposal and Recycling Reporting, of the Caltrans Construction Manual, Waste Management and Materials Pollution Control BMPs, and Standard Special Provisions (SSPs), will be implemented.	3.13-28	Environmental Document, Initial Site Assessment	Resident Engineer and Contractor	During all excavation and construction activities						

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<ul style="list-style-type: none"><li>Handling of thermoplastic material would be conducted in accordance with Caltrans SSPs 36-4 and 14-11.12, or with 84-9.03C, as applicable. Thermoplastic waste will be disposed of in accordance with SSP 36-4. Environmental Rules and Requirements as outlined in the Caltrans Construction Manual—7-103H (1) Caltrans &amp; Contractor Designated Disposal, Staging, and Borrow Sites—will be followed as required.</li><li>Handling, transport, and disposal of any contaminated media determined to exceed maximum concentration levels will be performed in accordance with all applicable state and federal regulations. If a commercial landfill will be used to dispose of soils: (1) soils will be transported to a landfill appropriately permitted to receive the material and (2) the contractor is responsible for identifying the appropriately permitted landfill to receive said soils.</li></ul>										
<p><b>PF HAZ-5. Creosote-treated Wood Waste.</b> When handling creosote-treated wood waste (TWW), the following should be observed:</p> <ul style="list-style-type: none"><li>Proper removal and disposal of any materials or waste will be consistent with Caltrans' Standard Special Provision (SSP) 14-11.14.</li><li>Proper removal and disposal of all stained pole-mounted and/or pad-mounted transformers will be required for the utility company or agency operating them.</li><li>TWW material (being stored) should be labeled TREATED WOOD WASTE - DO NOT BURN OR SCAVENGE, and should include the handler's name and address as well as the accumulation date.</li><li>TWW will not be stored directly on the ground. TWW will be segregated from other wastes and stored in containers or on plastic sheeting, covered, and secured.</li><li>TWW will not be burned, scavenged, reused, recycled, or commingled with other waste prior to disposal.</li><li>TWW will be hauled by a Department of Toxic Substances Control (DTSC)-registered hazardous waste transporter.</li><li>All TWW will be disposed of at an approved landfill (liner-equipped/ permitted Class I landfill).</li><li>TWW handlers that generate more than 10,000 pounds in any calendar year will obtain a DTSC ID Number and submit the notification within 30 days of exceeding the 10,000-pound limit.</li></ul>	3.13-29	Environmental Document, Initial Site Assessment	Resident Engineer and Contractor	During all excavation and construction activities						
<b>Air Quality</b>										
<p><b>PF AQ-1:</b> The project would conform to California Department of Transportation (Caltrans) construction requirements, as specified in the Caltrans' Standard Specifications, Section 14-9.02 (Air Pollution Control). The contractor will comply with all air pollution control ordinances and statutes which apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances, and statutes specified in Section 11017 of the Government Code. Exhaust emissions control measures may include, but are not limited to, the following:</p> <ol style="list-style-type: none"><li>General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would have their engines turned off when not in use to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.</li><li>All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications. The equipment must be checked by an Automotive Service Excellence-certified mechanic and determined to be running in proper condition before it is operated.</li><li>All on-road and off-road equipment shall comply with California Air Resources Board (ARB) commercial vehicle idle regulations. California Code of Regulations Title 13, Section 2449(d)(3), which was adopted by ARB on June 15, 2008, restricts idling of construction vehicles to no longer than 5 consecutive minutes.</li><li>Use electricity from power poles, rather than temporary diesel- or gasoline powered generators if or where feasible.</li></ol>	3.14-32	Environmental Document, Air Quality Report	Resident Engineer and Contractor	During any ground disturbance, demolition, or construction activities						



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5. Use on-site mobile equipment powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) as feasible. 6. Use solar-powered signal boards. 7. Develop a construction traffic management plan that includes, but is not limited to: (1) consolidating truck deliveries; (2) providing a rideshare or shuttle service for construction workers; and (3) providing dedicated turn lanes for movement of construction trucks and equipment on and off site.										
<b>PF AQ-2:</b> South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust) requires that fugitive dust control measures be applied to all construction projects in the South Coast Air Basin, unless said project is specifically exempted by the rule. Construction projects that are classified as “large operations” (i.e., 20 hectares [50 acres] or larger) are required to submit a fully executed Large Operation Notification Form (Form 403 N) to the Executive Office of the SCAQMD within seven days of qualifying as a large operation and to maintain daily records to document the specific control actions taken. The control measures incorporated in the rule are available in a Rule 403 Implementation Handbook.	3.14-33	Environmental Document, Air Quality Report	Resident Engineer and Contractor	During any ground disturbance, demolition, or construction activities						
<b>Greenhouse Gases</b>										
<b>PF SW-1:</b> Consistent with Caltrans Standard Specification 14-10, non-hazardous construction-period waste shall be recycled.	4-119	Environmental Document, Initial Site Assessment	Resident Engineer and Contractor	During all excavation and construction activities						
<b>Noise</b>										
<b>PF NOI-1:</b> Do not exceed 86 A-weighted decibels maximum noise level at 50 feet from job site activities between 9:00 p.m. and 6:00 a.m. (2018 California Department of Transportation Standard Specifications, Section 14-8.02, Noise Control).	3.15-245	Environmental Document, Noise Study Report	County/Project Engineer	During construction						

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<p><b>PF NOI-5:</b> Construction noise would be temporary and limited to the duration of the construction. The following noise control measures will also be incorporated into the project contract specifications in order to minimize construction noise effects:</p> <ul style="list-style-type: none"><li>Whenever a construction site is within one-quarter of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6 p.m. and 6 a.m. during the months of June through September and between the hours of 6 p.m. and 7 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official (County of Riverside Code).</li><li>All noise-producing project equipment and vehicles using internal combustion engines will be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed “package” equipment (e.g., arc-welders, air compressors) will be equipped with shrouds and noise-control features that are readily available for that type of equipment.</li><li>To the extent feasible, sound control blankets shall be placed such that the line of sight from ground-level construction equipment and sensitive receptors would be blocked. For example, an 8-foot-high sound control blanket that has a minimum Sound Transmission Class rating of 28 would provide a noise level reduction of 11 A-weighted decibels when the construction equipment is approximately 50 feet from the sound control blanket while the receptor is approximately 10 feet on the other side.</li><li>All mobile or fixed noise-producing equipment used on the project that is regulated for noise output by a local, state, or federal agency will comply with such regulation while in the course of project activity.</li><li>Electrically powered equipment will be used instead of pneumatic or internal combustion–powered equipment, where feasible.</li><li>Material stockpiles and mobile equipment staging, parking, and maintenance areas will be located as far as practicable from noise-sensitive receptors.</li><li>Construction site and access road speed limits will be established and enforced during the construction period.</li><li>The hours of construction, including noisy maintenance activities and all spoils and material transport, will be restricted to the periods and days permitted by the local noise or other applicable ordinance. Noise-producing project activity will comply with local noise control regulations affecting construction activity or obtain exemptions therefrom.</li><li>The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.</li><li>No project-related public address or music system will be audible at any adjacent receptor.</li><li>All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule. A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities.</li><li>The onsite construction supervisor will have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner will be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.</li></ul>	4-297	Environmental Document, Noise Study Report	County/Project Engineer	During construction						
<b>Natural Communities</b>										
<p><b>NC-1 (NES BIO-1):</b> Clearing of natural vegetation (including sage scrub) will be performed outside of the active breeding season for birds, as defined in the Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) (March 1 through June 30) (WRC MSHCP Volume I, Section 7.5.3), except for Riversidian sage scrub habitat judged to be potentially suitable and/or occupied by coastal California gnatcatcher and located within WRC MSHCP Criteria Areas and Public/Quasi-Public (PQP) lands. For these areas, the habitat removal restriction is extended from June 30 to August 15. In addition, for riparian-riverine vegetation occupied by least Bell’s vireo, vegetation removal restrictions occur through</p>	3.17-187	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						



Standard Project Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Completed Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<p>September 15. Table 3.17-20 summarizes the clearing restrictions of sensitive vegetation communities.</p> <p><u>Clearing Restrictions</u></p> <p>March 1–June 30: All natural vegetation communities</p> <p>March 1–August 15: Riversidian sage scrub (including disturbed and remnant) where it occurs within Criteria Cells 2026, 2120, 2121, 2214, 2308, 2309, 2310, 2311, 2323, 2324, 2402, 2403, 2404, 2405, 2407, and 2408 and PQP lands (Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan area and Riverside County Habitat Conservation Authority Stephens’ Kangaroo Rat Core Reserve).</p> <p>April 1–September 15: Southern willow scrub (including disturbed), eucalyptus/tamarisk scrub, mulefat scrub, riparian forest, riparian scrub, sandbar willow scrub, southern cottonwood-willow riparian forest, tamarisk scrub, and willow/mulefat scrub.</p> <p>If clearing of vegetation needs to occur within these timeframes due to construction schedule, a preconstruction nesting bird survey will need to be performed prior to any vegetation removal activities (refer to Measure <b>AS-5</b> for the nesting bird survey requirements).</p>										
<b>NC-2 (NES BIO-2):</b> Active construction areas will be watered regularly to control dust and thus minimize impacts on adjacent vegetation (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3).	3.17-188	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						
<b>NC-3 (NES BIO-3):</b> When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to any natural vegetation communities, appropriate firefighting equipment (e.g., extinguishers, shovels, water tankers) will be available on the project site during all phases of project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventative methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires will advise contractors regarding fire risk from all construction-related activities (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3).	3.17-188	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						
<b>NC-4 (NES BIO-4):</b> A qualified biologist will prepare and present an environmental training program for project and construction personnel (Western Riverside County Multiple Species Habitat Conservation Plan [WRC MSHCP] Volume I, Section 7.5.3) prior to grading or staging. As new personnel are added to the project, they will be required to participate in the training. The training will include a description of the species of concern and their habitats, the general provisions of the federal Endangered Species Act, California Endangered Species Act, and the WRC MSHCP, the need to adhere to the provisions of the acts and the WRC MSHCP, the penalties associated with violating the provisions of the acts, the general measures that are being implemented to conserve the species of concern as they relate to the proposed project, and the access routes to and project site boundaries within which the project activities must be accomplished (WRC MSHCP Volume I, Appendix C). All sensitive areas will be fenced as presented in Measure <b>NC-6 (NES BIO-6)</b> , below.	3.17-188	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Prior to (training) and during (implementation) construction						
<b>NC-5 (NES BIO-5):</b> The qualified project biologist will monitor construction activities to ensure that practicable measures are being employed and avoid incidental disturbance of habitat and species of concern outside the project footprint (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3). Special attention will be provided to ensure that the environmentally sensitive area fencing required in Measure <b>NC-6 (NES BIO-6)</b> is maintained. Additionally, ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of best management practices. This will be done in concert with Measure <b>NC-6</b> , below, which includes the fencing of sensitive areas (e.g., riparian-riverine resources, jurisdictional waters and wetlands adjacent to the limits of disturbance and conserved lands).	3.17-188	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						
<b>NC-6 (NES BIO-6):</b> Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) will be the minimal area necessary to complete the proposed project and will be specified in the construction plans. Construction limits adjacent to sensitive resource areas will be demarcated using environmentally sensitive area (ESA) fencing (e.g., orange snow fencing, silt fencing). The ESA fencing will be reviewed at a frequency deemed necessary by the biological monitor (as indicated in Measure <b>NC-5 [NES BIO-5]</b> ) until the	3.17-189	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						

Standard Project Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Completed Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
completion of all construction activities. For the ESA fencing installed within Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) Core Reserve (Riverside County Habitat Conservation Authority Stephens' Kangaroo Rat Reserve and Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan area), the fencing must exclude reptiles and amphibians (to greatest extent feasible) from entering the limits of disturbance. Employees will be instructed that their activities are restricted to the construction areas (WRC MSHCP Volume I, Appendix C). Access to sites will be from pre-existing access routes to the greatest extent possible (WRC MSHCP Volume I, Section 7.5.3 and Appendix C).										
<b>NC-7 (NES BIO-7):</b> Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3). Vegetation removed from the project site will be covered while being carried on trucks, and vegetation materials removed from the site will be disposed of in accordance with applicable laws and regulations.	3.17-189	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						
<b>NC-8 (NES BIO-8):</b> Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. The cleaning of equipment will occur at least 300 feet from environmentally sensitive area fencing to prohibit the spread of invasive species.	3.17-189	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						
<b>NC-9 (NES BIO-24):</b> To avoid attracting predators of special-status species, the project site will be kept as clean of debris as possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site(s) (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Appendix C).	3.17-189	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						
<b>NC-10 (NES BIO-10):</b> Plans for water pollution and erosion control (i.e., Storm Water Pollution Prevention Plan [SWPPP]) will be prepared in accordance with project aquatics permits (refer to Section 3.10, <i>Water Quality</i> , for additional details for the SWPPP). The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by the County of Riverside prior to construction (Western Riverside County Multiple Species Habitat Conservation Plan [WRC MSHCP] Volume I, Section 7.5.3). The following measures will be incorporated into the plans, as applicable, to ensure consistency with the WRC MSHCP: <ul style="list-style-type: none"><li>Water pollution and erosion control plans will be developed and implemented in accordance with Regional Water Quality Control Board (RWQCB) requirements (WRC MSHCP Volume I, Appendix C) and will ensure that no fluids or sediment from construction will enter into the environmentally sensitive area (ESA) fenced areas.</li><li>Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized (WRC MSHCP Volume I, Section 7.5.3).</li><li>No erodible materials will be deposited into watercourses or areas demarcated with ESA fencing. Brush, loose soils, or other debris material will not be stockpiled within stream channels or on adjacent banks (WRC MSHCP Volume I, Section 7.5.3 and Appendix C).</li><li>Projects that cannot be conducted without placing equipment or personnel in riparian vegetation areas should be timed to avoid the breeding season of riparian-associated species identified in WRC MSHCP Global Species Objective No. 7 (WRC MSHCP Volume I, Appendix C). Breeding season as defined by the WRC MSHCP is March 1 through June 30.</li><li>If stream flows must be diverted, the diversions will be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected will be cleaned out in a manner that prevents the sediment from reentering the stream. Care will be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream (WRC MSHCP Volume I, Section 7.5.3 and Appendix C). Short-term diversions will consider impacts on wildlife (WRC MSHCP Volume I, Section 7.5.3).</li><li>Equipment storage, fueling, and staging areas will be located on non-sensitive upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats (WRC MSHCP Volume I, Section 7.5.3 and Appendix C). These designated areas will be located in</li></ul>	3.17-189	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Prior to (plans) and during (implementation) construction						



Standard Project Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non- standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Completed Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<p>such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions will be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials will be reported to appropriate entities, including, but not limited to, the applicable jurisdictional city, U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and the RWQCB, and will be cleaned up immediately and contaminated soils removed to approved disposal areas (WRC MSHCP Volume I, Appendix C).</p> <ul style="list-style-type: none"><li>All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances will occur only in designated areas within the proposed grading limits of the project site. These designated areas will be clearly marked and located in such a manner as to contain runoff (WRC MSHCP Volume I, Section 7.5.3).</li></ul>										
<b>NC-11 (NES BIO-11):</b> The limits of disturbance (LOD), including the upstream, downstream, and lateral extents on either side of any stream adjacent to the project impact footprint, will be clearly defined and marked in the field. Monitoring personnel (biology) will review the LOD prior to initiation of construction activities (Western Riverside County Multiple Species Habitat Conservation Plan Volume I, Section 7.5.3 and Appendix C). This will ensure avoidance of jurisdictional areas and riparian habitat.	3.17-190	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						
<b>NC-12 (NES BIO-12):</b> During construction, the placement of equipment within a stream or on adjacent banks or adjacent upland habitats occupied by Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) covered species that are outside of the project footprint will be avoided (WRC MSHCP Volume I, Section 7.5.3 and Appendix C).	3.17-191	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						
<b>NC-13 (NES BIO-9):</b> Post-construction, any disturbed areas remaining as bare ground will be returned to natural contour grades, decompacted to eliminate compressed soils and allow for plant establishment, and hydro-seeded with a County of Riverside–approved native plant seed mix. This seed mix shall not contain any species listed on the California Integrated Pest Council Inventory.	3.17-191	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	During construction						
<p><b>NC-16 (NES BIO-19):</b> A Wildlife Fencing Plan will be developed and implemented for the preferred build alternative. Prior to finalizing the wildlife fencing design, the impacts of and interaction between wildlife fencing and other fencing (e.g., Lake Mathews and other local fencing) in the project area of the preferred build alternative shall be fully assessed and analyzed. If it is determined that fencing in the project area (i.e., either project-related fencing or other fencing) will hinder or interfere with wildlife movement or the function and value of wildlife crossings, the wildlife fencing plan (and project design) shall include design considerations that will lessen these impacts.</p> <p>Final Wildlife Fencing Plans will include the following considerations at a minimum:</p> <ul style="list-style-type: none"><li>guidelines on fencing design;</li><li>access gates design;</li><li>construction requirements for fence ends; and</li><li>facilitation of escape opportunities.</li></ul> <p>The plan will be prepared by a qualified biologist and use current resources based on the best available science and any requirements from the Western Riverside County Multiple Species Habitat Conservation Plan. The Wildlife Fencing Plan will be approved by the Western Riverside County Regional Conservation Authority, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife, and Lake Mathews Reserve Management Committee (within the Lake Mathew Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan area only).</p>	3.17-192	Environmental Document, Natural Environment Study	County/Project Engineer and Project Biologist	Final design and during construction						

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## **Appendix E** List of Acronyms and Abbreviations

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## **Appendix E** List of Acronyms and Abbreviations

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91/PVL	91/Perris Valley Line
°F	degrees Fahrenheit
AADT	annual average daily traffic
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
ADA	Americans with Disabilities Act
ADI	Area of Direct Impacts
ADL	aerially deposited lead
ADT	average daily traffic
AER	Archaeological Evaluation Report
AGR	Agricultural Supply
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
AOC	Area of Concern
APE	Area of Potential Effects
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
AQSR	Air Quality Report
ARB	Air Resources Board
ASR	Archaeological Survey Report
Basin Plan	Water Quality Control Plan for the Santa Ana River Basin
BAU	business-as-usual
bgs	below ground surface
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
BRWL	blue-rich white light lamps
BSA	Biological Study Area
BTEX	benzene, toluene, ethylbenzene, and xylenes
BUOW	burrowing owl



CAAA	Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standards
CAGN	coastal California gnatcatcher
Cal/EPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEDD	California Employment Development Department
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CETAP	Community and Environmental Transportation Acceptability Process
CFP	California fully protected species
CFR	Code of Federal Regulations
cfs	cubic feet per second
CH <sub>4</sub>	methane
CIA	Community Impact Assessment
CIDH	cast-in-drilled-hole
CIP	Capital Improvement Program
CMP	Congestion Management Process
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2e</sub>	carbon dioxide equivalent
County	County of Riverside
CRF	Crash Reduction Factor
CRHR	California Register of Historical Resources

CRPR	California Rare Plant Rank
CSC	California Species of Concern
CTP	California Transportation Plan
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DBESP	Determination of Biologically Equivalent or Superior Preservation
DDD	dichlorodiphenyldichloroethane
DDE	dichlorodiphenyldichloroethylene
DEH	Riverside County Department of Environmental Health
DOC	Department of Conservation
DPM	diesel particulate matter
DRIR	Draft Relocation Impact Report
DSA	Disturbed Soil Area
DSI	Detailed Site Investigation
DTSC	Department of Toxic Substances Control
DWQMP	Drainage Water Quality Management Plan for the Lake Mathews Watershed
EIR/EIS	Environmental Impact Report/Environmental Impact Statement
EMWD	Eastern Municipal Water District
EO	Executive Order
EPACT92	Energy Policy Act of 1992
ESA	Environmental Site Assessment
FAST	Fixing America's Surface Transportation
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FGC	California Fish and Game Code
FHSZ	Fire Hazard Severity Zones
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program

FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
Guidelines	Section 404
GWR	Groundwater Recharge
H <sub>2</sub> S	hydrogen sulfide
HA	Hydrologic Area
HASP	Health and Safety Plan
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HMMP	habitat mitigation and monitoring plan
HPSR	Historic Property Survey Report
HREC	Historical Recognized Environmental Condition
HRER	Historical Resources Evaluation Report
HSA	Hydrologic Subarea
I-	Interstate
I-15	Interstate 15
I-215	Interstate 215
I-5	Interstate 5
ILFP	In-lieu Fee Program
in/sec	inches per second
IND	Industrial Service Supply
IPCC	Intergovernmental Panel on Climate Change
ISA	Initial Site Assessment
JD	Jurisdictional Delineation
JPR	Joint Project Review
JSA	Jurisdictional Study Area
K	Kelvin
LBP	lead-based paint
LBV	least Bell's vireo
LCFS	low carbon fuel standard
LED	light-emitting diode



LEDPA	least environmentally damaging practicable alternative
L <sub>eq</sub>	hourly equivalent noise level
L <sub>eq(h)</sub>	hourly equivalent sound level
LID	Low-Impact Development
LM MSHCP	Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan
LM-EM Reserve	Lake Mathews-Estelle Mountain Core Reserve
L <sub>max</sub>	maximum noise level
LMR	Lake Mathews Multiple Species Reserve
LMRMC	Lake Mathews Reserve Management Committee
LOD	limits of disturbance
LOS	level of service
LST	Localized Significance Threshold
LUST	underground storage tank
mg/kg	milligrams per kilogram
MLD	Most Likely Descendant
MMBTU	million British thermal units
MMTCO <sub>2e</sub>	million metric tons of carbon dioxide equivalent
MOA	Memorandum of Agreement
mph	mile per hour
MPO	Metropolitan Planning Organization
MR	Mineral Resource
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
MSAT	mobile source air toxic
MSE	mechanically stabilized earth
MTBE	methyl tertiary-butyl ether
MUN	Municipal and Domestic Supply
MUN	municipal uses
MVM	million vehicle miles
MWD	Metropolitan Water District of Southern California
N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards

NAC	noise abatement criteria
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NEPA	National Environmental Policy Act
NEPS	Narrow Endemic Plant Species
NES	Natural Environment Study
NFA	No Further Action
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NNG	nonnative grassland
NO <sub>2</sub>	nitrogen dioxide
NOAA Fisheries Service	National Oceanic and Atmospheric Administration's National Marine Fisheries Service
NOP	notice of preparation
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O <sub>3</sub>	ozone
OHP	Office of Historic Preservation
OHWM	ordinary high water mark
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Act
PA	Programmatic Agreement
PA&ED	Project Approval and Environmental Document
Pb	lead
PCB	Polychlorinated Biphenyl
PF	project feature
PM	particulate matter
PM <sub>10</sub>	particulate matter 10 micrometers or smaller
PM <sub>2.5</sub>	particulate matter 2.5 micrometers or smaller
PMP	Paleontological Mitigation Plan
PPAD	Potential Prehistoric Archaeological District

ppm	parts per million
PPV	peak particle velocity
PQP	public/quasi-public
PQS	Professionally Qualified Staff
PRC	Public Resources Code
PROC	Industrial Process Supply
PS&E	Plans, Specifications and Estimates
PSI	Preliminary Site Investigation
RAFSS	Riversidian alluvial fan sage scrub
RAP	Relocation Assistance Program
RARE	Rare Threatened or Endangered Species
RCA	Western Riverside County Regional Conservation Authority
RCB	reinforced concrete box
RCDWR	Riverside County Department of Waste Resources
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCHCA	Riverside County Habitat Conservation Agency
RCRA	Resource Conservation and Recovery Act
RCRCD	Riverside-Corona Resource Conservation District
RCSd	Riverside County Sheriff's Department
REC	Recognized Environmental Condition
REC1	Water Contact Recreation
REC2	Non-contact Water Recreation
ROG	reactive organic gases
RIVTAM	Riverside Traffic Analysis Model
RPSA	Rare Plant Study Area
RSS	Riversidian sage scrub
RTA	Riverside Transit Agency
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill



SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SF <sub>6</sub>	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SKR	Stephens' kangaroo rat
SKR HCP	Stephens' Kangaroo Rat Habitat Conservation Plan
SLR	sea-level rise
SMARTS	Storm Water Multiple Application and Report Tracking System
SMP	Soil Management Plan
SO <sub>2</sub>	sulfur dioxide
SoCalGas	Southern California Gas Company
SR-60	State Route 60
SR-71	State Route 71
SR-91	State Route 91
SSP	Standard Special Provision
STA	Station
STAA	Surface Transportation Assistance Act
STP	Shovel Test Probe
SVE	soil vapor extraction
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCE	temporary construction easement
TCP	Traditional Cultural Property
TCR	tribal cultural resource
TDS	Total Dissolved Solids
TMDL	Total Maximum Daily Load

TMP	Traffic Management Plan
TNM	Traffic Noise Model Version 2.5
TPH	total petroleum hydrocarbons
TSCA	Toxic Substances Control Act
TUMF	Transportation Uniform Mitigation Fee
TWW	creosote-treated wood waste
U.S.	United States
UBC	Uniform Building Code
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
USPS	U.S. Postal Service
UST	underground storage tank
VAU	visual assessment unit
VAUs	visual assessment units
VHD	vehicle hours delay
VHT	vehicle hours traveled
VIA	Visual Impact Assessment
VMT	vehicle miles traveled
VOC	volatile organic compound
WARM	Warm Freshwater Habitat
WDR	Waste Discharge Requirement
WILD	Wildlife Habitat
WL	Watchlist
WMWD	Western Municipal Water District
WoS	waters of the State
WoUS	waters of the U.S.
WQIS	Water Quality Improvement Study

WRC MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
WRCOG	Western Riverside Council of Governments
XPI	Extended Phase I Report



## **Appendix F** List of Technical Studies

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## Appendix F List of Technical Studies

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The technical studies listed below were used as supporting documentation in the preparation of this EIR/EIS. All of the technical studies listed were prepared specifically for the proposed Cajalco Road Widening and Safety Enhancement Project.

- *Aerially Deposited Lead (ADL) Investigation, Cajalco Road Widening and Safety Enhancement Project, Riverside County, California* (November 2017)
- *Air Quality Study Report, Cajalco Road Widening and Safety Enhancement Project* (December 2017)
- *Archaeological Evaluation Report (Phase II) for the Cajalco Road Widening and Safety Enhancement Project, Riverside County, California* (November 2020)
- *Cajalco Road Improvement Project Comparison of 2014 (Project) vs. 2018 (New) Counts* (February 2019)
- *Cajalco Road Widening and Safety Enhancement Project Archaeological Survey Report* (November 2020)
- *Cajalco Road Widening and Safety Enhancement Project Community Impact Assessment* (July 2018)
- *Cajalco Road Widening and Safety Enhancement Project Finding of Adverse Effect* (November 2020)
- *Cajalco Road Widening and Safety Enhancement Project Extended Phase I Report* (September 2020)
- *Cajalco Road Widening and Safety Enhancement Project Historic Property Survey Report* (November 2020)
- *Cajalco Road Widening and Safety Enhancement Project Historical Resources Evaluation Report* (September 2020)
- *Cajalco Road Widening and Safety Enhancement Project Draft Relocation Impact Report* (August 2018)
- *Cajalco Road Widening and Safety Enhancement Project Draft Traffic Operations Analysis Report* (March 2017)
- *Cajalco Road Widening and Safety Enhancement Project Initial Site Assessment* (July 2020)
- *Cajalco Road Widening and Safety Enhancement Project Jurisdictional Delineation Report* (March 2018)
- *Cajalco Road Widening and Safety Enhancement Project Location Hydraulic Study Form and Floodplain Encroachment Report* (July 2017)
- *Cajalco Road Widening and Safety Enhancement Project Natural Environment Study* (December 2018)

- *Cajalco Road Widening and Safety Enhancement Project Noise Abatement Decision Report* (March 2019)
- *Cajalco Road Widening and Safety Enhancement Project Noise Study Report* (March 2019)
- *Cajalco Road Widening and Safety Enhancement Project Preliminary Site Investigation* (September 2020)
- *Cajalco Road Widening and Safety Enhancement Project Visual Impact Assessment* (July 2018)
- *Cajalco Road Widening and Safety Enhancement Project Water Quality Assessment Report* (May 2018)
- *Cajalco Road Widening Project LOS Standards Memorandum* (March 2015)
- *Cajalco Road Widening Project Study Area and Traffic Analysis Methodology* (February 2015)
- *Paleontological Technical Memorandum for the Cajalco Road Widening and Safety Enhancement Project* (February 2019)
- *Santa Ana Region MS4 Permit Program Low Impact Development: Guidance and Standards for Transportation Projects* (July 2017)
- *Structure Preliminary Geotechnical Report: Bridge Over Creek (New) (Bridge No. 173)* (June 2019)
- *Structure Preliminary Geotechnical Report: Bridge Over Creek (New) (Bridge No. 268)* (February 2017)
- *Structure Preliminary Geotechnical Report: Bridge Over Creek (New) (Bridge No. 242)* (February 2017)
- *Structure Preliminary Geotechnical Report: Bridge Over Creek (New) (Bridge No. 267)* (February 2017)
- *Structure Preliminary Geotechnical Report: Cajalco Creek Bridge (New) (Bridge No. 740)* (February 2017)
- *Structure Preliminary Geotechnical Report: Temescal Wash Bridge for the Cajalco Widening Project* (November 2019)
- *Structure Preliminary Geotechnical Report: Wildlife Crossing (New) (Bridge No. 110)* (February 2017)
- *Structure Preliminary Geotechnical Report: Wildlife Crossing (New) (Bridge No. 145)* (June 2019)
- *Structure Preliminary Geotechnical Report: Wildlife Crossing (New) (Bridge No. 179)* (February 2017)
- *Structure Preliminary Geotechnical Report: Bridge Over MWD Maintenance Area (New) (Bridge No. 163)* (October 2019)



- *Structure Preliminary Geotechnical Report: Ramona Expressway Overhead (Widen) (Bridge No. 56C-0196) (October 2019)*
- *Structure Preliminary Geotechnical Report: Bridge Over Lake Mathews Spillway Channel (New) (Bridge No. 565) (November 2019)*

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## **Appendix G** RTP and FTIP Project Listings and Interagency Consultation Documentation

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TABLE 2 Financially-Constrained RTP/SCS Projects – Continued

System	Lead Agency	RTP ID	Route #	Route Name	From	To	Description	Completion Year	Project Cost (\$1,000's)
County: Riverside									
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A01WT196	0	SR-79 (EASTERN BYPASS)	SR79 (WINCHESTER RD NEAR SCOTT RD)	I-15	CONSTRUCT 4 LANE ARTERIAL	2040	\$411,389
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A01WT199	0	VAN BUREN BLVD	MOCKINGBIRD CANYON RD	WOOD RD	WIDEN FROM 4 TO 6 LANES	2022	\$14,709
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04CV027-RIV121203	0				IN EASTERN RIVERSIDE COUNTY IN THE COACHELLA VALLEY - ON AVE 56/AIRPORT DR, REPLACE 2 LANE BRIDGE WITH A 4 LANE BRIDGE OVER WHITEWATER RIVER .21 MILES E/O HWY 111 (BRIDGE NO.56C0020).	2025	\$15,755
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT129	0	BRIGGS RD	SR-74 (PINACATE RD)	SIMPSON RD	CONSTRUCT 4 LANE ARTERIAL	2035	\$27,937
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT130	0	BRIGGS RD	SIMPSON RD	DOMENIGONI PKWY	CONSTRUCT 4 LANE ARTERIAL	2045	\$32,649
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT131	0	BRIGGS RD	NEWPORT RD	SCOTT RD	WIDEN FROM 2 TO 4 LANES	2035	\$17,007
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT132	0	BRIGGS RD	SCOTT RD	SR-79 (WINCHESTER RD)	CONSTRUCT 4 LANE ARTERIAL/WIDEN FROM 2 TO 4 LANES	2025	\$36,000
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT137A-RIV090903	0		TEMESCAL CANYON RD.	I-215	IN RIVERSIDE COUNTY ON CAJALCO RD – CAJALCO RD. WIDENING FROM 2 TO 4 THRU LNS (2 IN EA DIR) FROM TEMESCAL CANYON RD. TO HARVILL AVE AND FROM 4 TO 6 LANES FROM HARVILL AVE TO I-215, INCLUDING TURN POCKETS AND A BRIDGE RECONSTRUCTION OVER A WATER CROSSING (RTP IDS: 3A04WT137 AND 3A04WT138) (PA&ED ONLY) (\$803 IN FY 09/10 AND \$344.01 IN FY 15/16 OF TC USED FOR STPL MATCH IN PA&ED).	2028	\$173,185
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT144	0	CHERRY VALLEY BLVD	DESERT LAWN DR	NOBLE ST	WIDEN FROM 2 TO 4 LANES	2035	\$18,059
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT145	0	CHERRY VALLEY BLVD	NOBLE ST	HIGHLAND SPRINGS AVE	CONSTRUCT 4 LANE ARTERIAL	2045	\$19,772
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT148	0	DOMENIGONI PKWY	SR-79 (WINCHESTER RD)	WARREN RD	WIDEN FROM 4 TO 6 LANES	2045	\$28,401
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT150	0	ELLIS AVE	POST RD	SR-74	WIDEN FROM 2 TO 4 LANES	2040	\$14,717
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT160	0	HARLEY JOHN RD	WASHINGTON ST	CAJALCO RD	WIDEN FROM 2 TO 4 LANES	2040	\$6,072

2021 Federal Transportation Improvement Program Riverside County- 100% Prior Local Highway, State Highway, Transit Including Amendments 1 - 2 (In \$000's)										
PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
PE	AGENCY	\$3,667	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,667
PE	EASTERN RIV TUMF	\$3,667	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,667
ROW	AGENCY	\$1,393	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,393
ROW	EASTERN RIV TUMF	\$4,179	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,179
CON	2016 EARMARK REPURPOSING	\$3,240	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,240
CON	AGENCY	\$2,419	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,419
CON	EASTERN RIV TUMF	\$4,731	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,731
CON	FFY 2009 Appropriations	\$950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$950
CON	HIGHWAY INFRASTRUCTURE	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
CON	STIP ADVANCE CON-RIP	\$6,130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,130
CON	STP LOCAL	\$12,110	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,110
CON	TRADE CORRIDOR PROGRAM	\$10,359	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,359
TOTAL	TOTAL	\$55,845	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,845

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>			
RIV090903	RIVERSIDE COUNTY	Riverside	NON-EXEMPT	SCAB	\$532,391	3A04WT137A	Local			
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>				
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From Temescal Canyon Rd. to I-215			YES	21-00				
<u>DESCRIPTION</u>										
IN RIVERSIDE COUNTY ON CAJALCO RD : CAJALCO RD. WIDENING FROM 2 TO 4 THRU LNS (2 IN EA DIR) FROM TEMESCAL CANYON RD. TO HARVILL AVE AND FROM 4 TO 6 LANES FROM HARVILL AVE TO I-215, INCLUDING TURN POCKETS AND A BRIDGE RECONSTRUCTION OVER A WATER CROSSING (RTP IDS: 3A04WT137 AND 3A04WT138) (PA&ED ONLY) (\$803 IN FY 09/10 AND \$344.01 IN FY 15/16 OF TC USED FOR STPL MATCH IN PA&ED).										
<u>PHASE</u>	<u>FUND SOURCE</u>	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
PE	STP LOCAL	\$13,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000
TOTAL	TOTAL	\$13,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>			
RIV140838	RIVERSIDE COUNTY	Riverside	TCM Committed	SCAB	\$1,405	3NL04	Local			
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>				
NCN27 - PEDESTRIAN FACILITIES-NEW					NO	21-00				
<u>DESCRIPTION</u>										
IN WESTERN RIVERSIDE CO. FOR THE COUNTY OF RIVERSIDE IN MEAD VALLEY-CLARK ST S/W & INTERSECTION SAFETY IMPROVEMENTS: ON EASTSIDE OF CLARK ST B/W RIDER ST AND CAJALCO RD, CONSTRUCT APPROX. 2,000 L.F. OF CONCRETE SIDEWALK, CURB & GUTTER, PAVEMENT IMPROVEMENTS, NEW CURB RAMPS MEETING LATEST ADA REQS, DRIVEWAY APPROACHES, SIGNS, MARKINGS, & OTHER INCIDENTAL ITEMS TO IMPROVE PEDESTRIAN SAFETY. (HSIP)										
<u>PHASE</u>	<u>FUND SOURCE</u>	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
PE	ACTIVE TRANSPORTATION	\$544	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$544
ROW	ACTIVE	\$177	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
RIV140847	RIVERSIDE COUNTY	Riverside	EXEMPT - 93.126	SSAB	\$945	3NL04	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
NCN27 - PEDESTRIAN FACILITIES-NEW					NO	21-00	
<u>DESCRIPTION</u>							
IN EASTERN RIVERSIDE COUNTY FOR THE COUNTY OF RIVERSIDE IN MECCA - MECCA SIDEWALK & ROADWAY SAFETY IMPROVEMENTS: INSTALL 4,300 L.F. OF CONCRETE SIDEWALK, CURB AND GUTTER, PAVEMENT IMPROVEMENTS, CURB RAMPS, DRIVEWAY APPROACHES, SIGNS AND MARKERS ALONG SIXTH ST., DALE KILER RD., & BROWN ST							

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**TRANSPORTATION CONFORMITY WORKING GROUP  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**May 23, 2017  
Minutes**

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**THE FOLLOWING MINUTES ARE A SUMMARY OF THE MEETING OF THE TRANSPORTATION CONFORMITY WORKING GROUP. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Meeting of the Transportation Conformity Working Group was held at the SCAG office in Los Angeles.

**In Attendance:**

Chiou, Wayne	Caltrans, District 12
Huddleston, Lori	Metro
Melton, Wilford	Caltrans, District 7
Sherwood, Arnie	UC Berkeley
Whisman, Rusty	ICF

**SCAG:**

Asuncion, John  
Kaufman, Matt  
Luo, Rongsheng  
Tran, Daniel

**Via Teleconference:**

Alvarez, Grace	RCTC
Brugger, Ron	LSA Associates
Brady, Mike	ICF
Cacatian, Ben	VCAPCD
Calvert, Brian	ICF
Dailey, Scott	Riverside County DOT
Gallo, Ilene	Caltrans, District 11
Keung, Joseph	LADOT
O'Connor, Karina	EPA, Region 9
Odufalu, Olufemi	Caltrans, District 8
Pereira, Melina	Caltrans, District 11
Sito, Garwin	LADOT
Slavick, Michael	LSA Associates
Sun, Lijin	SCAQMD
Tavitas, Rodney	Caltrans, Headquarters
Tax, Wienke	EPA, Region 9
Tisopulos, Tara	OCTA
Vaughn, Joseph	FHWA
Walecka, Carla	TCA
Yoon, Andrew	Caltrans, District 7



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**TRANSPORTATION CONFORMITY WORKING GROUP  
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**May 23, 2017  
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**1.0 CALL TO ORDER AND SELF-INTRODUCTION**

Wayne Chiou, TCWG Chair, called the meeting to order at 10:05 am.

**2.0 PUBLIC COMMENT PERIOD**

None.

**3.0 CONSENT CALENDAR**

- 3.1 April 25, 2017 TCWG Meeting Minutes  
The meeting minutes were approved.

**4.0 INFORMATION ITEMS**

4.1 Review of PM Hot Spot Interagency Review Forms

1) **LATP17M014**

It was determined that this is not a POAQC.

2) **SCAG015**

It was determined that this is not a POAQC.

3) **RIV071288**

It was determined that this is not a POAQC.

4) **RIV090903**

It was determined that this is not a POAQC.

5) **RIV111203**

It was determined that this is not a POAQC.

4.2 FTIP Update

John Asuncion, SCAG, reported the following:

- Projects for 2017 FTIP Administrative Modification #17-10 were due to SCAG by May 23, 2017.
- SCAG staff had began developing 2019 FTIP Guidelines and planned to seek approval from SCAG's Regional Council in September 2017.

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**TRANSPORTATION CONFORMITY WORKING GROUP  
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**May 23, 2017  
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**4.3 RTP Update**

Daniel Tran, SCAG, reported the following:

- 2016 RTP/SCS Amendment #1 and 2017 FTIP Consistency Amendment #17-03 received federal approval on May 12, 2017. Federal conformity determination letter had been posted on SCAG's website.
- Draft 2016 RTP/SCS Amendment #2 was approved by SCAG's Transportation Committee (TC) on April 6, 2017 for a 30 day public comment period, ending on May 8, 2017. SCAG received eight (8) comments, both written and oral, on the Amendment. Comments were minor and resulted in addition of one new project and two project scope changes. All comments were addressed in Proposed Final 2016 RTP/SCS Amendment #2.
- SCAG staff would present Proposed Final 2016 RTP/SCS Amendment #2 to TC on June 1, 2017 for recommended approval by SCAG Regional Council in July. Federal approval of the Amendment was expected between late August and early September 2017.

Rongsheng Luo, SCAG, reported that conformity determination for the Amendment #2 would be presented to SCAG's Energy and Environment Committee on June 1, 2017 for recommended adoption by SCAG Regional Council in July 2017.

**4.4 EPA Update**

Wienke Tax, EPA Region 9, reported the following:

- EPA received 2016 South Coast AQMP/SIPs in early May and would begin their review.
- EPA continued to work with SCAQMD and ARB to address previously discussed South Coast sanction clocks and would continue to provide status update to TCWG.

In response to a question, Karina O'Connor, EPA Region 9, stated that EPA would be drafting a concurrence letter within coming weeks along with ARB regarding SR-241 TCM Substitution.

**4.5 ARB Update**

No updates.

**4.6 Air Districts Update**

Lijin Sun, SCAQMD, reported that District staff presentation at May 8, 2017 Facility-Based Mobile Source Measures Introductory Working Group meeting had been made available on District website.

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**TRANSPORTATION CONFORMITY WORKING GROUP  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**May 23, 2017  
Minutes**

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Ben Cacatian, VCAPCD, reported no new updates.

**5.0    INFORMATION SHARING**

It was shared that ARB would host a webinar on June 1, 2017 to present updates that have been made to EMFAC model and present updated methodologies from upcoming EMFAC2017 model.

**6.0    ADJOURNMENT**

The meeting was adjourned at 10:52 am.

The next Transportation Conformity Working Group meeting will be held on Tuesday, June 27, 2017 at the SCAG office in downtown Los Angeles.



**RTIP ID#** *(required)* RIV090903

**TCWG Consideration Date** March 28, 2017 (Revised for April 25, 2017 Meeting)

**Project Description** *(clearly describe project)*

The Riverside County Transportation Department (RCTD), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Cajalco Road between Temescal Canyon Road to the west and Interstate 215 (I-215) to the east. The proposed project is located in Riverside County, California and covers a distance of approximately 16 miles (see **Figure 1**, attached). In general, Cajalco Road and El Sobrante Road through the project area are two-lane undivided roadways with one 12-foot lane in each direction and shoulders of varying widths.

Most of the proposed project is in the unincorporated area of the County of Riverside. A small portion of the westernmost part of the alignment is located in the city of Corona. The project would widen the roadway to four lanes between Temescal Canyon Road and Harvill Avenue, and to six lanes between Harvill Avenue and the I-215 southbound ramps, to improve east-west mobility and to provide increased capacity and improved traffic flow and safety. Existing electrical poles/lines along Cajalco Road would be relocated as needed to accommodate the widening; additional utilities within the project limits may also be relocated as necessary. Designated staging areas will be utilized during construction and geotechnical borings would be conducted during the design phase. The proposed build alternatives are identified in **Figures 2 and 3** (attached) and described below.

Each of the build alternatives would include sufficient right of way for a potential future widening to six lanes; however, the proposed project does not include the construction and operation of this potential future widening.

**Alternative 1**

*Widen Existing Cajalco Road from Temescal Canyon Road to I-215 including Minor Alignment Changes between Temescal Canyon Road and Gustin Road*

Alternative 1 would construct two 12-foot lanes in each direction (eastbound and westbound) from Temescal Canyon Road at the west to I-215 at the east, replacing the two-lane roadway that currently exists. Between Harvill Avenue and the I-215 southbound ramps, and between Temescal Canyon Road and Temescal Creek Bridge, three lanes would be constructed in each direction (eastbound and westbound), replacing this existing four-lane roadway segment. A new bridge would be constructed over Temescal Creek. New striping is proposed along Cajalco Road, between Grand Oaks and Temescal Canyon Road; however, the limit of roadway construction at the west end of the project would end at Temescal Canyon Road. The proposed alignment would generally follow the existing roadway. Some deviations from the existing alignment are proposed for reducing impacts to existing properties and to improve access. Left turn lanes and right turn pocket lanes are proposed to be constructed along Cajalco Road at selected intersections.

West of Lake Mathews Drive and north of Lynette Lane, Cajalco Road would be realigned, passing to the north of the Hollis Lane residential area, and would include construction of a bridge south of Lake Mathews. The new bridge would reduce grading impacts and provide opportunities for improving connectivity between habitat areas. A connection between Dirt Road and Lake Mathews Drive would also be constructed for secondary access to residences in the Hollis Lane/Lynette Lane area.

Between Temescal Canyon Road and Harley John Road, the alignment travels through the boundaries of the Lake Mathews Multiple Species habitat Conservation Plan (MSHCP) with limited opportunities for roadway expansion. In these areas, the median would be wide enough to accommodate two additional travel lanes (one in each direction) in the future, to minimize effects of future widening on the MSHCP. In rural areas, cross-slopes would be included where appropriate to better conform to the natural terrain, break up the expanse of paving, handle drainage, and serve as potential water quality treatment areas.

Between Temescal Creek Bridge and Harley John Road, 69 wildlife crossings beneath Cajalco Road would be constructed; a wildlife undercrossing with bridge structure may also be constructed between Temescal Canyon Road and La Sierra Avenue. Fencing would also be installed along Cajalco Road through the Lake Mathews Preserve area to prevent access into the Preserve.

From Harley John Road to the east along Cajalco Road, curb and gutter and 8-foot shoulders that would serve as a combined shoulder/bike lane would be constructed. A new bridge would be constructed at Cajalco Road and Harley John Road, and a new bridge would be constructed at Cajalco Road and Cajalco Creek (near Barton Street). Sidewalks would be constructed along one side of the portions of the project where residential and commercial properties are present.

#### Alternative 2C

*Widen Existing Cajalco Road between Temescal Canyon Road and from just west of Lake Mathews Drive to Interstate 215; Construct New Segment of Cajalco Road between La Sierra Avenue and just west of Lake Mathews Drive*

Alternative 2C would include the same improvements as Alternative 1 with the exception that a new four-lane segment of Cajalco Road would be constructed from La Sierra Avenue to just west of Lake Mathews Drive, farther away from Lake Matthews than the existing road. In addition to the wildlife crossings beneath Cajalco Road between Temescal Creek Bridge and Harley John Road, a large undercrossing may be included within the newly constructed segment of Cajalco Road west of Hollis Lane. If included, the undercrossing would be designed with a minimum 15-foot clearance height for mule deer passage, and 50-foot width each side of the bridge footings for sheep passage. In addition, due to limited opportunities for future roadway expansion within the boundaries of the Lake Mathews MSHCP, the median between Temescal Canyon Road and Harley John Road, would be designed wide enough to accommodate two additional travel lanes (one in each direction), if constructed in the future. Under this alternative, the existing Cajalco Road between La Sierra and just west of Lake Mathews Drive would be closed to public traffic. The existing pavement in this portion of existing Cajalco Road would be partially or completely removed, and fenced to prevent access. The remaining dirt, gravel or partially paved road may be used by MWD for access in managing the Lake Mathews Preserve and Lake Mathews.

**Alternative 4**

*Widen Cajalco Road from Temescal Canyon Road to I-215 via La Sierra Avenue and El Sobrante Road; Realign El Sobrante Road from a Point Approximately One Mile West of Harley John Road to Gustin Road; Widen and Improve El Sobrante Road between La Sierra Avenue and Gustin Road; Realign La Sierra Avenue between El Sobrante Road and Cajalco Road; Widen Existing Cajalco Road with Minor Alignment Changes between Temescal Canyon Road and La Sierra Avenue*

Between Gustin Road and I-215 the improvements would be identical to Alternatives 1 and 2C. Between Temescal Canyon Road and Gustin Road, El Sobrante Road would be improved from the existing two-lane facility to a four-lane facility and would generally follow the existing El Sobrante Road from La Sierra Avenue to the east. The El Sobrante Road intersection with La Sierra Avenue would be improved. La Sierra Avenue would be slightly realigned to from just west of Tin Mine Road eastward to the intersection with El Sobrante Road. At a point approximately one mile west of Harley John Road, El Sobrante Road would be realigned to provide a smoother transition from Cajalco Road to El Sobrante Road. In addition, existing Cajalco Road would be realigned to the west of Harley John Road to tie into El Sobrante Road.

Between Temescal Canyon Road and La Sierra Avenue, the western portion of Alternative 4 would extend east from Temescal Canyon along Cajalco Road to La Sierra Avenue, then north to El Sobrante Road. Between Cajalco Road and El Sobrante Road, La Sierra Avenue would be realigned slightly to the west of the existing La Sierra Avenue alignment. Between Temescal Canyon Road and the realigned La Sierra Avenue intersection with Cajalco Road, the roadway improvements would be the same as those proposed under Alternative 1. These improvements include a wide median from Temescal Canyon Road to La Sierra Avenue that could accommodate two additional travel lanes (one in each direction), if constructed in the future. Between Temescal Creek Bridge and realigned La Sierra Avenue, and along realigned La Sierra Avenue south of El Sobrante, wildlife crossings of various widths beneath Cajalco Road would be constructed. Additional new traffic signals would be installed at the realigned intersection of El Sobrante Road with La Sierra Avenue/main MWD Lake Matthews facility entrance, and the new intersection of El Sobrante and Harley John Road. The portion of Cajalco Road between La Sierra Avenue and Gustin Road would remain in its current configuration.

**Type of Project** (use Table 1 on instruction sheet)

New regionally significant street

County Riverside	Narrative Location/Route & Postmiles Cajalco Road between I-15 and I-215		
	Caltrans Projects – EA# STPL 5956 (195)		
Lead Agency: Riverside County Transportation Department			
Contact Person Keith Cooper	Phone# 213-312-1752	Fax# 213-312-1799	Email Keith.Cooper@icf.com

**Hot Spot Pollutant of Concern** (check one or both) **PM2.5 X** **PM10 X**

**Federal Action for which Project-Level PM Conformity is Needed** (check appropriate box)

<b>Categorical Exclusion (NEPA)</b>	<b>X</b>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
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**Scheduled Date of Federal Action:** May 2021

**NEPA Assignment – Project Type** (check appropriate box)

<b>Exempt</b>	<b>Section 326 –Categorical Exemption</b>	<b>X</b>	<b>Section 327 – Non-Categorical Exemption</b>
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**Current Programming Dates** *(as appropriate)*

	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	September 2012	June 2021	June 2021	August 2023
<b>End</b>	May 2021	June 2023	June 2023	June 2027

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)***Purpose**

The purpose of the Cajalco Road Widening and Safety Enhancement Project (Project) is to:

- Improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy 1.5;
- Improve interregional travel by improving east-west mobility in Riverside County;
- Improve roadway alignment and intersection design to enhance safety along Cajalco Road.

**Need****Capacity and Transportation Demand**

Under No-Build conditions, Cajalco Road is projected to continue operating at unsatisfactory LOS F between El Sobrante Road and Day Street in future years 2024 and 2044. When compared with existing conditions, annual average daily traffic (AADT) on Cajalco Road is estimated to increase an average of 6.4% by Year 2024 and 38.2% by Year 2044.

In 2024, 15 of the 69 study intersections are forecast to operate at unsatisfactory LOS under year 2024 No-Build conditions. Eight intersections are forecast to operate at unsatisfactory LOS during AM peak hour and 12 during PM peak hour. Between Temescal Canyon Road and Harvill Avenue, Cajalco Road is projected to operate at an unsatisfactory LOS at five of the 13 study intersections along Cajalco Road under year 2024 No-Build conditions. The remaining eight study intersections located on Cajalco Road between Temescal Canyon Road and Harvill Avenue are projected to operate at satisfactory LOS under year 2024 No-Build conditions.

In 2044, 30 of the 69 study intersections are forecast to operate at unsatisfactory LOS under year 2044 No-Build conditions. Eighteen intersections are forecast to operate at unsatisfactory LOS during AM peak hour and 25 during PM peak hour. Between Temescal Canyon Road and Harvill Avenue, Cajalco Road is projected to operate at an unsatisfactory LOS at five of the 13 study intersections along Cajalco Road under year 2044 No-Build conditions. The remaining eight study intersections located on Cajalco Road between Temescal Canyon Road and Harvill Avenue are projected to operate at satisfactory LOS under year 2044 No-Build conditions.

**Safety Needs**

Traffic collision data obtained from the RCTD for the three-year period from January 2013 to December 2015, was reviewed for Cajalco Road between Temescal Canyon Road and Harvill Avenue (a distance of approximately 16 miles). During the 3-year period, there were total of 295 collisions on Cajalco Road between Temescal Canyon Road and Harvill Avenue, including eight fatal accidents. The majority of collisions occurred between Alexander Street and Harvill Avenue, with 148 collisions over the three-year period.

Along the 9.3-mile stretch of Cajalco Road between Temescal Canyon Road and El Sobrante Road, there were a total of 91 traffic collisions, with two involving fatalities and 44 resulting in injury. The majority of incidents occurred within a 3.2-mile section of Cajalco Road, between Temescal Canyon Road and La Sierra Avenue, with 57 collisions. Compared with statewide average accident rates for similar type facilities and traffic conditions, 1.680 collisions per million vehicle-miles (MVM) for the section of Cajalco Road between Temescal Canyon Road and La Sierra Avenue, and 1.343 collisions per MVM, for the section of Cajalco Road between La Sierra Avenue

and El Sobrante Road, the collision rate for the 9.3-mile section of Cajalco Road is lower than the Statewide average, at 1.204 collisions per MVM and 0.617 collisions per MVM, respectively.

Along the 6.7-mile stretch of Cajalco Road between El Sobrante Road and Harvill Avenue, there were 204 traffic collisions with six involving fatalities and 73 resulting in injury. Compared with the statewide average accident rate for similar type facilities, 1.168 per MVM for the section of Cajalco Road between El Sobrante Road and Alexander Street, and 1.166 per MVM between Alexander Street and Harvill Avenue, the collision rate between El Sobrante Road and Alexander Street is lower than the statewide average at 0.699 per MVM; however, between Alexander Street and Harvill Avenue, the collision rate is 1.909 MVM, and is higher than the statewide average (1.166 MVM). Along this 3-mile stretch of Cajalco Road, there were 148 total collisions including three fatal accidents and 48 resulting in injury, and ranks higher than the statewide averages for collisions resulting in fatalities and injury.

#### **Operational Deficiencies**

Driveways and Intersections: The existing two-lane roadway of Cajalco Road has numerous driveways and intersecting cross-streets, which present conflict points that affect the operation of the roadway. Vehicles currently enter and exit Cajalco Road to access residences and businesses located directly along Cajalco Road as well as to areas accessed via connecting cross-streets. There are numerous cross-streets and driveways on Cajalco Road where these turning movements occur.

Route Continuity between Existing Four-lane Roadways: At the east and west terminus of the project, Cajalco Road is a four-lane facility; however, between the east and west limits of the project, the majority of Cajalco Road is a two-lane facility. The narrower roadway section within the project area creates a bottleneck between

#### **Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

Land uses surrounding Cajalco Road include commercial and residential development as well as an aggregate operation near I-15. In the central portion of the alignment, vacant, undeveloped land predominates, with an occasional residence or cluster of residences. In the eastern third of the alignment, Cajalco Road is surrounded by low-density residences.

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Tables 1 and 2 show the 2024 Opening Year AADT, roadway segment LOS, and truck percentages and volumes in the project vicinity (trucks include medium- and heavy-duty trucks) for the No Build Alternative compared with the build alternatives.

As shown in Table 1, the AADT for any roadway segment under the No Build Alternative would range from 10,200 in the western portion of the study area to 37,730 in the easternmost portion of the study area. Truck percentages range from 5.2% to 7.6% and truck volumes range from 564 to 2,641, with higher truck percentages and volumes occurring in the eastern portion of the study area.

Under Alternatives 1 and 2C, improvements would be the same with the exception of a realigned portion of Cajalco Road to the south Lake Mathews under Alternative 2C. As a result, roadway operations and volumes would be the same under Alternatives 1 and 2C. As shown in Table 1, Under Alternatives 1 and 2C, the maximum AADT for any roadway segment that would be improved would be 51,690 in the easternmost portion of the study area. Alternative 1/2C AADT along Cajalco Road would be lowest in the central portion of the study area (AADT of 22,300). Opening year truck percentages under Alternative 1/2C would range from 7.4% to 8.4%, with daily truck volumes ranging from 1,832 to 4,084.

Under Alternative 4, the portions of Cajalco Road to the east and west of Lake Mathews would be widened, and La Sierra Avenue and El Sobrante Road would be widened to the north of Lake Mathews. As shown in Table 2, Under Alternative 4, the maximum AADT for any roadway segment that would be improved would be 52,170 in the easternmost portion of the study area. Alternative 4 AADT along Cajalco Road would be lowest in the central portion of the study area (AADT of 6,050), as drivers would opt for the widened La Sierra Avenue/El Sobrante Road. Opening year truck percentages under Alternative 4 would range from 5.5% to 9.4%, with daily truck volumes ranging from 866 to 3,965. It should be noted that due to Alternative 4 changes in the alignment of El Sobrante Road where it intersects with Cajalco Road to the east of Lake Mathews Road, a direct comparison of roadway segments between the No Build Alternative and Alternative 4 was not possible, but the closest corresponding segments were compared (see Table 2).



**Table 1. 2024 Roadway Segment Volumes and LOS (No-Build v. Alternatives 1/2C)**

Segment	No-Build Alternative					Alternatives 1 and 2C				
	Lanes	2024 NB AADT	LOS	Truck %	Truck AADT	Lanes	2024 Alt 1/2C AADT	LOS	Truck %	Truck AADT
Cajalco Road between Temescal Canyon Road and La Sierra Avenue	2	15,800	D	5.2%	822	6	28,940	A	7.4%	2,142
Cajalco Road between La Sierra Avenue and Lake Mathews Drive	2	10,200	A	5.6%	571	4	22,900	B	8.0%	1,832
Cajalco Road between Lake Mathews Drive and El Sobrante Road	2	10,250	A	5.5%	564	4	22,300	B	8.4%	1,873
Cajalco Road between El Sobrante Road and Gavilian Road	2	26,170	F	7.6%	1,989	4	39,800	F	8.3%	3,303
Cajalco Road between Gavilian Road and Harley John Road	2	30,050	F	7.0%	2,104	4	44,570	F	7.8%	3,476
Cajalco Road East of Harley John Road	2	30,130	F	7.4%	2,230	4	45,100	F	8.0%	3,608
Cajalco Road East of Day Street	2	37,730	F	7.0%	2,641	4	51,690	F	7.9%	4,084

Source: Iteris 2016

**Table 2. 2024 Roadway Segment Volumes and LOS (No-Build v. Alternative 4)**

Segment	No-Build Alternative					Alternative 4				
	Lanes	2024 NB AADT	LOS	Truck %	Truck AADT	Lanes	2024 Alt 4 AADT	LOS	Truck %	Truck AADT
El Sobrante Rd between La Sierra Ave and Mockingbird Canyon Rd	2	14,140	C	8.5%	1,202	4	24,380	B	8.6%	2,097
El Sobrante Rd between Mockingbird Canyon Rd and Harley John Rd <sup>1</sup>	2	17,610	E	8.1%	1,426	4	22,170	B	9.0%	1,995
El Sobrante Rd between Harley John Rd and Cajalco Rd <sup>3</sup>	2	30,050	F	7.0%	2,104	6	32,030	A	9.4%	3,011
Cajalco Rd between Temescal Canyon and La Sierra	2	15,800	D	5.2%	822	4	33,860	E	5.5%	1,862
Cajalco Road between La Sierra Ave and Lake Mathews Dr	2	10,200	A	5.6%	571	2	14,140	C	7.2%	1,018
Cajalco Rd between Lake Mathews Dr and Gavilian Rd <sup>3</sup>	2	10,250	A	5.5%	564	2	11,860	B	7.3%	866
Cajalco Rd east of El Sobrante Rd <sup>4</sup>	2	30,130	F	7.4%	2,230	4	46,060	F	7.5%	3,455
Cajalco Road East of Day St	2	37,730	F	7.0%	2,641	4	52,170	F	7.6%	3,965

<sup>1</sup> Due to the change in roadway configuration under Alternative 4, the Alternative 4 segment El Sobrante Rd between Harley John Rd and Mockingbird Canyon Rd is compared to the No-Build Alternative segment El Sobrante Rd between Cajalco Rd and Mockingbird Canyon Rd.

<sup>2</sup> Due to the change in roadway configuration under Alternative 4, the Alternative 4 segment El Sobrante Rd between Cajalco Rd and Harley John Rd is compared to the No-Build Alternative segment Cajalco Rd between Harley John Rd and Gavilian.

<sup>3</sup> Due to the change in roadway configuration under Alternative 4, the Alternative 4 segment Cajalco Rd between Gavilian Rd and Lake Mathews Dr is compared to the No-Build Alternative segment Cajalco Rd between El Sobrante and Lake Mathews Dr.

<sup>4</sup> Due to the change in roadway configuration under Alternative 4, the Alternative 4 segment Cajalco Rd east of El Sobrante Rd is compared to the No-Build Alternative segment Cajalco Rd east of Harley John Rd.

Source: Iteris 2016

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Tables 3 and 4 show the 2044 Opening Year AADT, roadway segment LOS, and truck percentages and volumes in the project vicinity (trucks include medium- and heavy-duty trucks) for the No Build Alternative compared with the build alternatives.

As shown in Table 3, the AADT for any roadway segment under the No Build Alternative would range from 4,310 in the western portion of the study area to 28,800 in the easternmost portion of the study area. Truck percentages range from 4.6% to 8.5% and truck volumes range from 340 to 1,411, with higher truck percentages and volumes occurring in the eastern portion of the study area.

Under Alternatives 1 and 2C, improvements would be the same with the exception of a realigned portion of Cajalco Road to the south Lake Mathews under Alternative 2C. As a result, roadway operations and volumes would be the same under Alternatives 1 and 2C. As shown in Table 3, Under 2044 Alternatives 1 and 2C conditions, the maximum AADT for any roadway segment that would be improved would be 39,710 in the eastern portion of the study area. 2044 Alternative 1/2C AADT along Cajalco Road would be lowest in the central portion of the study area (AADT of 8,950). Horizon year truck percentages under Alternative 1/2C would range from 4.5% to 5.8%, with daily truck volumes ranging from 519 to 1,807.

Under Alternative 4, the portions of Cajalco Road to the east and west of Lake Mathews would be widened, and La Sierra Avenue and El Sobrante Road would be widened to the north of Lake Mathews. As shown in Table 4, Under Alternative 4, the maximum AADT for any roadway segment that would be improved would be 43,860 in the central portion of the study area to the east of Cajalco Road/El Sobrante Road intersection. Alternative 4 AADT along Cajalco Road would be lowest in the central portion of the study area (AADT of 6,050), as drivers would opt for the widened La Sierra Avenue/El Sobrante Road. Horizon year truck percentages under Alternative 4 would range from 3.9% to 7.6%, with daily truck volumes ranging from 266 to 2,860. It should be noted that due to Alternative 4 changes in the alignment of El Sobrante Road where it intersects with Cajalco Road to the east of Lake Mathews Road, a direct comparison of roadway segments between the No Build Alternative and Alternative 4 was not possible, but the closest corresponding segments were compared (see Table 4).

Traffic volumes under 2044 conditions (No Build Alternative and build alternatives) would be lower due to the implementation of the CETAP East West Corridor Project and would give drivers a high-capacity expressway between I-15 and I-215. The 2016 RTP/SCS lists CETAP as a financially-constrained project with a 2035 completion year.



**Table 3. 2044 Roadway Segment Volumes and LOS (No-Build v. Alternatives 1/2C)**

Segment	No-Build Alternative					Alternatives 1 and 2C				
	Lanes	2044 NB AADT	LOS	Truck %	Truck AADT	Lanes	2044 Alt 1/2C ADT	LOS	Truck %	Truck AADT
Cajalco Road between Temescal Canyon Road and La Sierra Avenue	2	13,460	C	4.9%	660	6	20,340	A	4.9%	997
Cajalco Road between La Sierra Avenue and Lake Mathews Drive	2	4,310	A	8.5%	366	4	8,950	A	5.8%	519
Cajalco Road between Lake Mathews Drive and El Sobrante Road	2	5,770	A	5.9%	340	4	12,200	A	5.0%	610
Cajalco Road between El Sobrante Road and Gavilian Road	2	23,800	F	5.2%	1,238	4	33,100	E	5.1%	1,688
Cajalco Road between Gavilian Road and Harley John Road	2	27,330	F	4.7%	1,285	4	39,280	F	4.6%	1,807
Cajalco Road East of Harley John Road	2	26,420	F	4.6%	1,215	4	39,710	F	4.5%	1,787
Cajalco Road East of Day Street	2	28,800	F	4.9%	1,411	4	35,950	F	4.9%	1,762

Source: Iteris 2016

**Table 4. 2044 Roadway Segment Volumes and LOS (No-Build v. Alternative 4)**

	No-Build Alternative					Alternative 4				
Segment	Lanes	2044 NB AADT	LOS	Truck %	Truck AADT	Lanes	2044 Alt 4 AADT	LOS	Truck %	Truck AADT
El Sobrante Rd between La Sierra Ave and Mockingbird Canyon Rd	2	14,730	D	4.9%	722	4	22,450	B	5.2%	1,167
El Sobrante Rd between Mockingbird Canyon Rd and Harley John Rd <sup>1</sup>	2	19,410	F	5.1%	990	4	21,280	B	5.5%	1,170
El Sobrante Rd between Harley John Rd and Cajalco Rd <sup>2</sup>	2	27,330	F	4.7%	1,285	6	39,490	C	5.6%	2,211
Cajalco Rd between Temescal Canyon and La Sierra	2	13,460	C	4.9%	660	4	30,810	B	4.0%	1,232
Cajalco Road between La Sierra Ave and Lake Mathews Dr	2	4,310	A	8.5%	366	2	6,050	A	6.2%	375
Cajalco Rd between Lake Mathews Dr and Gavilan Rd <sup>3</sup>	2	5,770	A	5.9%	340	2	6,810	A	3.9%	266
Cajalco Rd east of El Sobrante Rd <sup>4</sup>	2	26,420	F	4.6%	1,215	4	43,860	F	4.3%	1,886
Cajalco Road East of Day St	2	28,800	F	4.9%	1,411	4	37,630	F	7.6%	2,860

<sup>1</sup> Due to the change in roadway configuration under Alternative 4, the Alternative 4 segment El Sobrante Rd between Harley John Rd and Mockingbird Canyon Rd is compared to the No-Build Alternative segment El Sobrante Rd between Cajalco Rd and Mockingbird Canyon Rd.

<sup>2</sup> Due to the change in roadway configuration under Alternative 4, the Alternative 4 segment El Sobrante Rd between Cajalco Rd and Harley John Rd is compared to the No-Build Alternative segment Cajalco Rd between Harley John Rd and Gavilan.

<sup>3</sup> Due to the change in roadway configuration under Alternative 4, the Alternative 4 segment Cajalco Rd between Gavilan Rd and Lake Mathews Dr is compared to the No-Build Alternative segment Cajalco Rd between El Sobrante and Lake Mathews Dr.

<sup>4</sup> Due to the change in roadway configuration under Alternative 4, the Alternative 4 segment Cajalco Rd east of El Sobrante Rd is compared to the No-Build Alternative segment Cajalco Rd east of Harley John Rd.

Source: Iteris 2016

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

The proposed project is neither an interchange nor an intersection, although the project would have signalized intersections along the alignment. Appendix A shows the intersection LOS for the Opening Year 2024 No Build and Build Alternatives. The following intersections that operate at LOS D, E, or F for one or both peak hours under the Opening Year 2024 No Build Alternative would experience an increase in delay of 5 seconds or greater under one or more of the build alternatives:

**Alternatives 1 and 2C**

- 3: I-15 SB Ramps & Ontario Ave
- 12: Cajalco Rd & Temescal Canyon Rd
- 61: I-215 SB Ramps & Cajalco Expy/Cajalco Expy
- 62: I-215 NB Ramps & Cajalco Expy/Ramona Expy
- 67: Webster Ave & Ramona Expy

**Alternative 4**

- 7: I-15 NB Ramps & El Cerrito Rd
- 12: Cajalco Rd & Temescal Canyon Rd
- 15: La Sierra Ave & Victoria Ave
- 17: La Sierra Ave & El Sobrante Rd
- 51: Day St & SR-60 EB Ramps
- 62: I-215 NB Ramps & Cajalco Expy/Ramona Expy
- 66: I-215 NB Ramps & Nuevo Rd
- 67: Webster Ave & Ramona Expy

Passenger vehicle and truck volumes and percentages at each of the intersections on the improved project segments would be similar to those included in the tables above.



**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

The proposed project is neither an interchange nor an intersection, although the project would have signalized intersections along the alignment. Appendix A shows the intersection LOS for the Horizon Year 2044 No Build and Build Alternatives. The following intersections that operate at LOS D, E, or F for one or both peak hours under the Horizon Year 2044 No Build Alternative would experience an increase in delay of 5 seconds or greater under one or more of the build alternatives:

**Alternatives 1 and 2C**

- 5: Bedford Canyon Rd & El Cerrito Rd
- 9: Cajalco Rd & Bedford Canyon Rd
- 12: Cajalco Rd & Temescal Canyon Rd
- 15: La Sierra Ave & Victoria Ave
- 18: Cajalco Rd & La Sierra Ave
- 23: Gavilian Rd & Cajalco Rd
- 26: Cajalco Rd & Harley John Rd
- 30: Alexander St & Cajalco Rd
- 36: Clark St & Cajalco Rd
- 41: Seaton Ave & Markham St
- 42: Seaton Ave & Cajalco Rd
- 47: Harvill Ave & Placentia Ave
- 48: Sycamore Cyn Rd & SR-60/I-215 SB Ramps
- 49: SR-60/I-215 NB Ramps & Fair Isle Dr/Box Springs Rd
- 51: Day St & SR-60 EB Ramps
- 52: I-215 Ramps & Eucalyptus Ave
- 54: I-215 NB Ramps & Alessandro Blvd
- 56: I-215 NB Ramps/Old 215 Frontage Rd & Cactus Ave
- 57: I-215 SB Ramps & Van Buren Blvd
- 61: I-215 SB Ramps & Cajalco Expy/Cajalco Expy
- 64: I-215 NB Frontage Rd & Placentia Ave
- 67: Webster Ave & Ramona Expy
- 68: Indian St & Ramona Expy

**Alternative 4**

- 4: I-15 NB Ramps & Ontario Ave
- 5: Bedford Canyon Rd & El Cerrito Rd
- 9: Cajalco Rd & Bedford Canyon Rd
- 12: Cajalco Rd & Temescal Canyon Rd
- 14: I-15 NB Ramps & Weirick Rd
- 15: La Sierra Ave & Victoria Ave
- 18: Cajalco Rd & La Sierra Ave
- 23: Gavilian Rd & Cajalco Rd
- 26: Cajalco Rd & Harley John Rd
- 30: Alexander St & Cajalco Rd
- 36: Clark St & Cajalco Rd
- 41: Seaton Ave & Markham St
- 42: Seaton Ave & Cajalco Rd
- 47: Harvill Ave & Placentia Ave
- 48: Sycamore Cyn Rd & SR-60/I-215 SB Ramps
- 49: SR-60/I-215 NB Ramps & Fair Isle Dr/Box Springs Rd
- 51: Day St & SR-60 EB Ramps
- 52: I-215 Ramps & Eucalyptus Ave
- 54: I-215 NB Ramps & Alessandro Blvd
- 56: I-215 NB Ramps/Old 215 Frontage Rd & Cactus Ave
- 57: I-215 SB Ramps & Van Buren Blvd
- 61: I-215 SB Ramps & Cajalco Expy/Cajalco Expy
- 64: I-215 NB Frontage Rd & Placentia Ave
- 67: Webster Ave & Ramona Expy
- 68: Indian St & Ramona Expy

Passenger vehicle and truck volumes and percentages at each of the intersections on the improved project segments would be similar to those included in the tables above.

**Describe potential traffic redistribution effects of congestion relief** *(impact on other facilities)*

The proposed project would provide additional east-west capacity between I-215 and I-15, which would improve operations on Cajalco Road or El Sobrante Road depending on the build alternative selected. Under Build conditions, the project improvements are expected to relieve congestion, reduce average delay and improve overall mobility in the surrounding region. The project is expected to help reduce overall vehicular delay in the study area by as much as by 3% to 5%.

**Comments/Explanation/Details** *(attach additional sheets as necessary)*

The United States Environmental Protection Agency (EPA) specifies in 40 CFR 93.123(b)(1) that only "projects of air quality concern" (POAQC) are required to undergo a PM<sub>2.5</sub> and PM<sub>10</sub> hot-spot analysis. EPA defines POAQC as certain highway and transit projects that involve significant levels of diesel traffic or any other project that is identified by the PM<sub>2.5</sub> SIP as a localized air quality concern. A discussion of the proposed project compared to POAQC, as defined by 40 CFR 93.123(b)(1), is provided below:

**New or expanded highway projects that have a significant number of or significant increase in diesel vehicles.**

The proposed project would involve the widening of existing roadways connecting I-15 and I-215, with some realignment under Alternatives 2C and 4. Under Opening Year 2024 conditions, medium- and heavy-duty truck traffic would increase in terms of AADT as well as percentage of total volumes. Truck volumes along improved Cajalco Road segments are expected to increase by 55% to 221% under Alternatives 1/2C relative to the 2024 No Build scenario, with absolute increases of no more than 1,443 trucks per day. For Alternative 4, which includes improvements on El Sobrante Road, relative increases in truck traffic would range from 40% on El Sobrante Road to 127% on the western end of the alignment on Cajalco Road, but absolute increases in daily truck traffic would be no greater than 1,324. Diesel truck traffic would compose up to 8.4% of truck traffic under Alternatives 1/2C and up to 9.4% under Alternative 4. Overall Opening Year AADT (including passenger vehicles) would be no greater than 52,170 under each of the build alternatives.

Under Horizon Year 2044 conditions, medium- and heavy-duty truck traffic would increase in terms of AADT as well as percentage of total volumes. Truck volumes along improved Cajalco Road segments are expected to increase by 25% to 79% under Alternatives 1/2C relative to the 2044 No Build Scenario, with absolute increases of no more than 572 trucks per day. For Alternative 4, which includes improvements on El Sobrante Road, relative increases in truck traffic would range from 72% on El Sobrante Road to 103% on the eastern end of the alignment on Cajalco Road, but absolute increases in daily truck traffic would be no greater than 1,449. Diesel truck traffic would compose up to 5.8% of truck traffic under Alternatives 1/2C, and up to 7.6% under Alternative 4. Overall Horizon Year AADT (including passenger vehicles) would be no greater than 43,860 under each of the build alternatives. Of note, the total AADT as well as truck volumes and percentage of total AADT for most project roadway segments are lower under 2044 conditions than under 2024 conditions, as the parallel CETAP project (RTP ID: 3C01MA01) is assumed to be implemented prior to the 2044 Horizon Year.

**Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.**

Overall, the proposed Project would reduce congestion at project vicinity intersections. Of the 69 study area intersections, some intersections that operate at LOS D, E, or F under the Opening Year 2024 No Build Alternative would experience an increase in peak-hour delay of 5 seconds or greater under one or more of the build alternatives. For Alternatives 1/2C, five intersections operating at LOS D, E, and F would experience delays of 5 seconds or greater. For Alternative 4, eight intersections operating at LOS D, E, and F would experience delays of 5 seconds or greater.

Of the 69 study area intersections, some intersections that operate at LOS D, E, or F under the Horizon Year 2044 No Build Alternative would experience an increase in peak-hour delay of 5 seconds or greater under one or more of the build alternatives. For Alternatives 1/2C, 23 intersections operating at LOS D, E, and F would experience delays of 5 seconds or greater. For Alternative 4, 24 intersections operating at LOS D, E, and F would experience delays of 5 seconds or greater.

**New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.** The proposed project has no bus or rail terminal component, nor would it alter travel patterns to/from any existing bus or rail terminal.

**Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.** The proposed project would not expand any bus terminal, rail terminal, or related transfer point that would increase the number of diesel vehicles congregating at any single location.

**Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.** The project site is not in or affecting locations, areas, or categories of sites that are identified in a PM10 or PM2.5 implementation plan. The immediate project area is not considered to be a site of violation or possible violation.

The discussion provided above indicates that the proposed Project would not be considered a Project of Air Quality Concern, as defined by 40 CFR 93.123(b)(1) on the basis AADT would be no greater than 52,170 and truck AADT would be no greater than 4,084 for any of the segments under the build alternatives and that volumes would fall over time due to the implementation of the parallel CETAP project. Although the truck composition of total AADT would be greater than 8% for certain improved segments and increased delay would be experienced at study area intersections relative to No Build conditions, the traffic volumes are low enough that substantial PM2.5 and PM10 emissions are not anticipated and hot-spot evaluations would not be required. It is unlikely that the proposed project would generate new air quality violations, worsen existing violations, or delay attainment of national AAQS for PM2.5 or PM10.

**Attachments:**

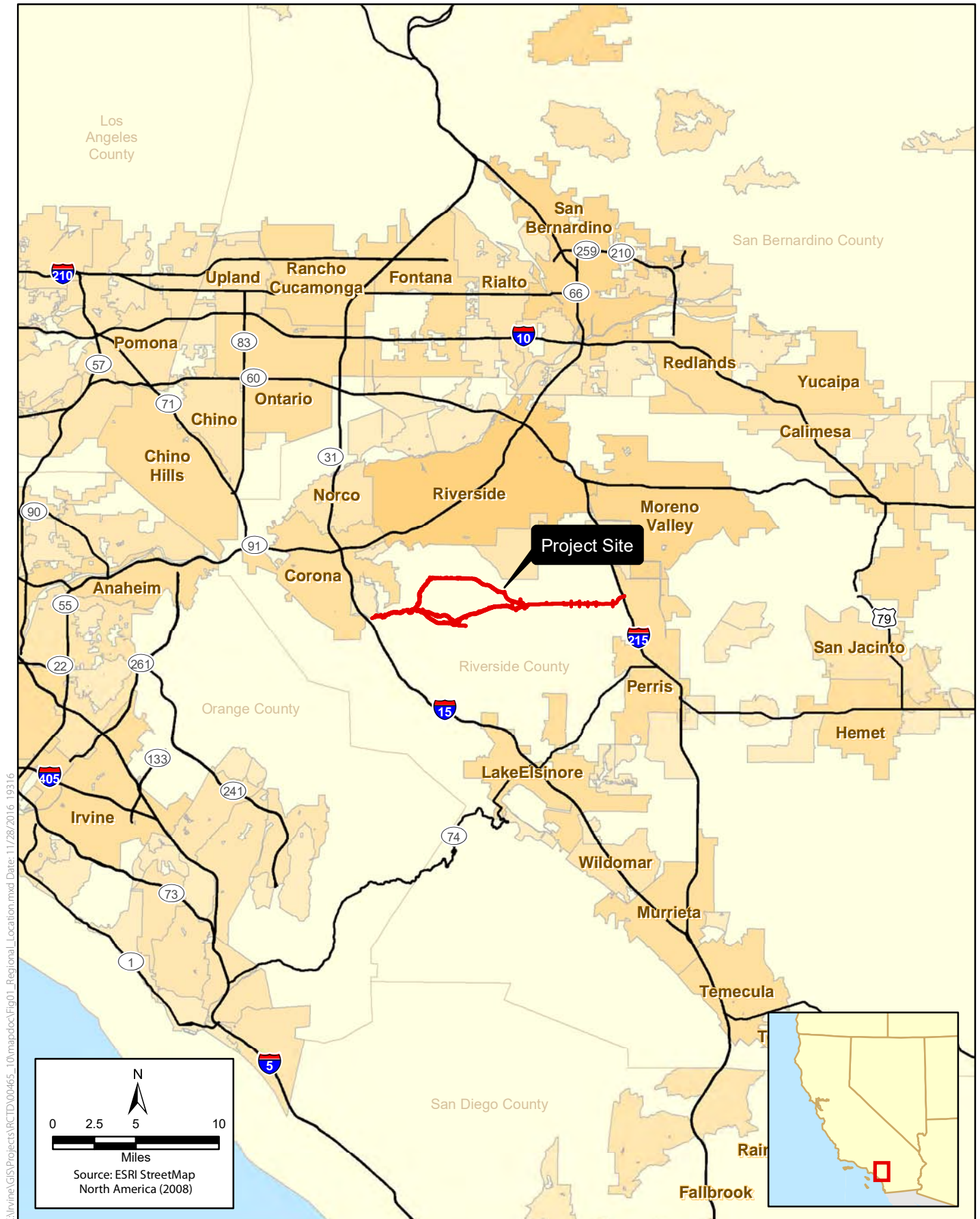
Figure 1. Project Location Map

Figure 2. Build Alternatives 1 and 2C

Figure 3. Build Alternative 4

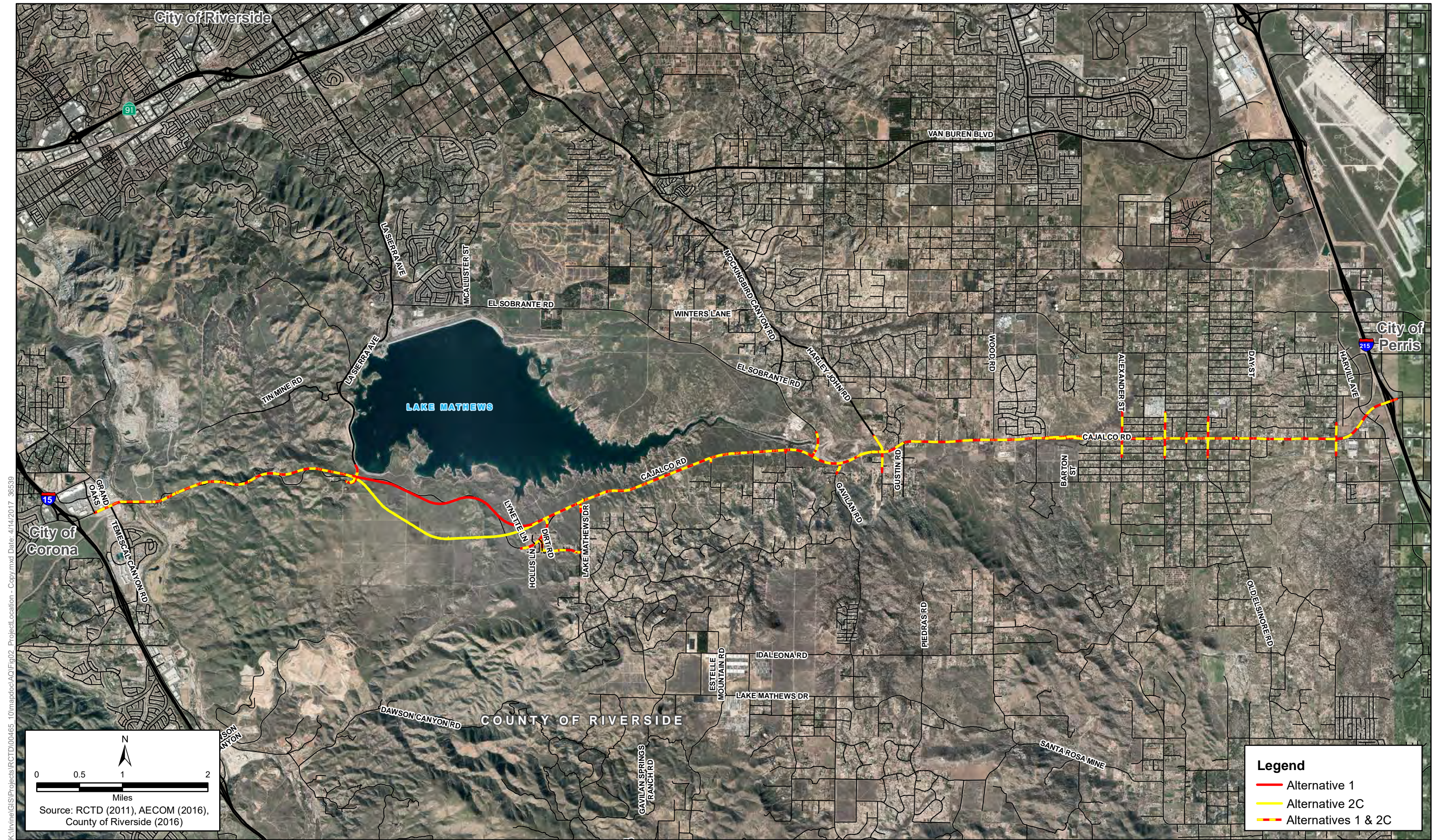
Appendix A. Build Alternative 4 Roadway Segment Comparisons and Intersection Level of Service Data and Comparisons





**Figure 1**  
**Regional Location**  
**Cajalco Road Widening and Safety Enhancement Project**





**Figure 2**  
**Alternatives 1 and 2C**  
**Cajalco Road Widening Project**





**Figure 3**  
**Alternative 4**  
**Cajalco Road Widening Project**



**Roadway Segment Volumes**  
**Opening Year 2024**

Segment	No Build					Alternative 1/2C					% Inc Trucks	Vol Inc
	Lanes	2024 No Build ADT	LOS	Truck %	Truck Vol	Lanes	2024 Alt 1 ADT	LOS	Truck %	Truck Vol		
Cajalco Road East of Temescal Canyon Road	2	15,800	D	5.2%	822	6	28,940	A	7.4%	2,142	161%	1,320
Cajalco Road between La Sierra Avenue and Lake Mathews Drive	2	10,200	A	5.6%	571	4	22,900	B	8.0%	1,832	221%	1,261
Cajalco Road between Lake Mathews Drive and El Sobrante Road	2	10,250	A	5.5%	564	4	22,300	B	8.4%	1,873	232%	1,309
Cajalco Road between El Sobrante Road and Gavilian Road	2	26,170	F	7.6%	1,989	4	39,800	F	8.3%	3,303	66%	1,314
Cajalco Road between Gavilian Road and Harley John Road	2	30,050	F	7.0%	2,104	4	44,570	F	7.8%	3,476	65%	1,372
Cajalco Road East of Harley John Road	2	30,130	F	7.4%	2,230	4	45,100	F	8.0%	3,608	62%	1,378
Cajalco Road East of Day Street	2	37,730	F	7.0%	2,641	4	51,690	F	7.9%	4,084	55%	1,443
MIN		10,200			564		22,300		7.4%	1,832		
MAX		37,730			2,641		51,690		8.4%	4,084		

Segment	No Build					Alternative 4					% Inc Trucks	Vol Inc	Corresponding Segment
	Lanes	2024 No Build ADT	LOS	Truck %	Truck Vol	Lanes	2024 Alt 4 ADT	LOS	Truck %	Truck Vol			
El Sobrante Rd between Cajalco Rd and Harley John Rd	2	30,050	F	7.0%	2,104	6	32,030	A	9.4%	3,011	43%	907	Cajalco Rd between Harley John Rd and Gavilian
El Sobrante Rd between Harley John Rd and Mockingbird Canyon Rd	2	17,610	E	8.1%	1,426	4	22,170	B	9.0%	1,995	40%	569	El Sobrante Rd between Cajalco Rd and Mockingbird Canyon Rd
El Sobrante Rd between La Sierra Ave and Mockingbird Canyon Rd	2	14,140	C	8.5%	1,202	4	24,380	B	8.6%	2,097	74%	895	
Cajalco Rd between Temescal Canyon and La Sierra	2	15,800	D	5.2%	822	4	33,860	E	5.5%	1,862	127%	1,040	
Cajalco Rd east of El Sobrante Rd	2	30,130	F	7.4%	2,230	4	46,060	F	7.5%	3,455	55%	1,225	Cajalco Rd east of Harley John Rd
Cajalco Rd between Gavilian Rd and Lake Mathews Dr	2	10,250	A	5.5%	564	2	11,860	B	7.3%	866	54%	302	Cajalco Rd between El Sobrante and Lake Mathews Dr
Cajalco Road between La Sierra Ave and Lake Mathews Dr	2	10,200	A	5.6%	571	2	14,140	C	7.2%	1,018	78%	447	
Cajalco Road East of Day St	2	37,730	F	7.0%	2,641	4	52,170	F	7.6%	3,965	50%	1,324	
MIN		10,200			564		11,860		5.5%	866			
MAX		37,730			2,641		52,170		9.4%	3,965			

**Horizon Year 2044**

Segment	No Build					Alternative 1/2C					% Inc Trucks	Vol Inc
	Lanes	2044 No Build ADT	LOS	Truck %	Truck Vol	Lanes	2044 Alt 1 ADT	LOS	Truck %	Truck Vol		
Cajalco Road East of Temescal Canyon Road	2	13,460	C	4.9%	660	6	20,340	A	4.9%	997	51%	337
Cajalco Road between La Sierra Avenue and Lake Mathews Drive	2	4,310	A	8.5%	366	4	8,950	A	5.8%	519	42%	153
Cajalco Road between Lake Mathews Drive and El Sobrante Road	2	5,770	A	5.9%	340	4	12,200	A	5.0%	610	79%	270
Cajalco Road between El Sobrante Road and Gavilian Road	2	23,800	F	5.2%	1,238	4	33,100	E	5.1%	1,688	36%	450
Cajalco Road between Gavilian Road and Harley John Road	2	27,330	F	4.7%	1,285	4	39,280	F	4.6%	1,807	41%	522
Cajalco Road East of Harley John Road	2	26,420	F	4.6%	1,215	4	39,710	F	4.5%	1,787	47%	572
Cajalco Road East of Day Street	2	28,800	F	4.9%	1,411	4	35,950	F	4.9%	1,762	25%	351
MIN		4,310		4.6%	340		8,950		4.5%	519		
MAX		28,800		8.5%	1,411		39,710		5.8%	1,807		

Segment	No Build					Alternative 4					% Inc Trucks	Vol Inc	Corresponding Segment
	Lanes	2044 No Build ADT	LOS	Truck %	Truck Vol	Lanes	2044 Alt 4 ADT	LOS	Truck %	Truck Vol			
El Sobrante Rd between Cajalco Rd and Harley John Rd	2	27,330	F	4.7%	1,285	6	39,490	C	5.6%	2,211	72%	926	Cajalco Rd between Harley John Rd and Gavilian
El Sobrante Rd between Harley John Rd and Mockingbird Canyon Rd	2	19,410	F	5.1%	990	4	21,280	B	5.5%	1,170	18%	180	El Sobrante Rd between Cajalco Rd and Mockingbird Canyon Rd
El Sobrante Rd between La Sierra Ave and Mockingbird Canyon Rd	2	14,730	D	4.9%	722	4	22,450	B	5.2%	1,167	62%	445	
Cajalco Rd between Temescal Canyon and La Sierra	2	13,460	C	4.9%	660	4	30,810	B	4.0%	1,232	87%	572	
Cajalco Rd east of El Sobrante Rd	2	26,420	F	4.6%	1,215	4	43,860	F	4.3%	1,886	55%	671	Cajalco Rd east of Harley John Rd
Cajalco Rd between Gavilian Rd and Lake Mathews Dr	2	5,770	A	5.9%	340	2	6,810	A	3.9%	266	-22%	(74)	Cajalco Rd between El Sobrante and Lake Mathews Dr
Cajalco Road between La Sierra Ave and Lake Mathews Dr	2	4,310	A	8.5%	366	2	6,050	A	6.2%	375	2%	9	
Cajalco Road East of Day St	2	28,800	F	4.9%	1,411	4	37,630	F	7.6%	2,860	103%	1,449	
MIN		4,310		4.6%	340		6,050		3.9%	266			
MAX		28,800		8.5%	1,411		43,860		7.6%	2,860			

2024 Intersection LOS

	No-Build					Alternatives 1 and 2C					Alternative 4					Comparison				NB D/E/F	Alt 1_5+ Sec	Alt 4_5+ Sec
	Control Type	AM Peak		PM Peak		Control Type	AM Peak		PM Peak		Control Type	AM Peak		PM Peak		Alt 1/2C - No Build		Alt 4 - No Build				
		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	AM Delay	PM Delay	AM Delay	PM Delay			
1: I-15 SB Ramps & Magnolia Avenue	Signal	38.8	D	92.8	F	Signal	38.5	D	88.4	F	Signal	36.9	D	86.7	F	-0.3	-4.4	-1.9	-6.1	No Build D/E/F	Faster	Faster
2: I-15 NB Ramps & Magnolia Avenue	Signal	17.2	B	17.4	B	Signal	18.4	B	16.5	B	Signal	17.1	B	18	B	1.2	-0.9	-0.1	0.6	No Build A/B/C	Faster	Faster
3: I-15 SB Ramps & Ontario Ave	Signal	98.4	F	19.2	B	Signal	107.3	F	23	C	Signal	91.1	F	20.8	C	8.9	3.8	-7.3	1.6	No Build D/E/F	Slower	Faster
4: I-15 NB Ramps & Ontario Ave	Signal	44	D	50.7	D	Signal	46	D	44.2	D	Signal	44.7	D	24.3	C	2	-6.5	0.7	-26.4	No Build D/E/F	Faster	Faster
5: Bedford Canyon Rd & El Cerrito Rd	Signal	22.2	C	21.9	C	Signal	21.8	C	23.9	C	Signal	21.5	C	23.3	C	-0.4	2	-0.7	1.4	No Build A/B/C	Faster	Faster
6: I-15 SB Ramps & El Cerrito Rd	Signal	11.3	B	8.7	A	Signal	16.9	B	8.6	A	Signal	16.3	B	8.3	A	5.6	-0.1	5	-0.4	No Build A/B/C	Slower	Faster
7: I-15 NB Ramps & El Cerrito Rd	Signal	38.9	D	37.3	D	Signal	39	D	37.6	D	Signal	46.9	D	37.5	D	0.1	0.3	8	0.2	No Build D/E/F	Faster	Slower
8: Temescal Canyon Rd & El Cerrito Rd	Signal	7.1	A	7.2	A	Signal	7.3	A	6.9	A	Signal	7.7	A	6.8	A	0.2	-0.3	0.6	-0.4	No Build A/B/C	Faster	Faster
9: Cajalco Rd & Bedford Canyon Rd	Signal	9	A	13.9	B	Signal	8.8	A	14.9	B	Signal	8.4	A	15.2	B	-0.2	1	-0.6	1.3	No Build A/B/C	Faster	Faster
10: Cajalco Rd & I-15 SB Ramps	Signal	12.5	B	13.4	B	Signal	12.2	B	15.4	B	Signal	11.8	B	15.1	B	-0.3	2	-0.7	1.7	No Build A/B/C	Faster	Faster
11: I-15 NB Ramps & Cajalco Rd	Signal	3.9	A	10.1	B	Signal	3.9	A	11.6	B	Signal	4.3	A	11.8	B	0	1.5	0.4	1.7	No Build A/B/C	Faster	Faster
12: Cajalco Rd & Temescal Canyon Rd	Signal	66.8	E	83.2	F	Signal	135	F	186.8	F	Signal	166.5	F	231.4	F	68.2	103.6	99.7	148.2	No Build D/E/F	Slower	Slower
13: I-15 SB Ramps & Weirick Rd	Signal	23.4	C	32.6	C	Signal	23.4	C	32.7	C	Signal	22.7	C	28.9	C	0	0.1	-0.7	-3.7	No Build A/B/C	Faster	Faster
14: I-15 NB Ramps & Weirick Rd	Signal	8.5	A	13.5	B	Signal	9.7	A	12.5	B	Signal	8.4	A	13.9	B	1.2	-1	-0.1	0.4	No Build A/B/C	Faster	Faster
15: La Sierra Ave & Victoria Ave	Signal	106.1	F	119.1	F	Signal	107.7	F	104	F	Signal	114.7	F	122.6	F	1.6	-15.1	8.6	3.5	No Build D/E/F	Faster	Slower
16: La Sierra Ave & McAllister Pkwy	Signal	22.6	C	15.9	B	Signal	22.8	C	14.6	B	Signal	43.1	D	33.7	C	0.2	-1.3	20.5	17.8	No Build A/B/C	Faster	Slower
17: La Sierra Ave & El Sobrante Rd	AWSC	53.9	F	60.1	F	AWSC	56.7	F	57	F	Signal	36.9	D	146.3	F	2.8	-3.1	-17	86.2	No Build D/E/F	Faster	Slower
18: Cajalco Rd & La Sierra Ave	Signal	18.1	B	20.4	C	Signal	18.9	B	43.8	D	Signal	15.5	B	24.3	C	0.8	23.4	-2.6	3.9	No Build A/B/C	Slower	Faster
19: Lake Mathews Dr & Cajalco Rd	TWSC	2.3	A	2.2	A	Signal	6.4	A	7.7	A	TWSC	3.2	A	5.7	A	4.1	5.5	0.9	3.5	No Build A/B/C	Slower	Faster
20: Mockingbird Canyon Rd & Harley John Rd	AWSC	8.3	A	8.4	A	AWSC	7.8	A	7.9	A	AWSC	7.9	A	8.8	A	-0.5	-0.5	-0.4	0.4	No Build A/B/C	Faster	Faster
21: El Sobrante Rd & Mockingbird Canyon Rd	TWSC	6.1	A	6.2	A	TWSC	3.2	A	2.1	A	TWSC	9.8	A	6.3	A	-2.9	-4.1	3.7	0.1	No Build A/B/C	Faster	Faster
22: Cajalco Rd & El Sobrante Rd	Signal	11.6	B	13.7	B	Signal	9	A	12.7	B	Signal	19.6	B	44.3	D	-2.6	-1	8	30.6	No Build A/B/C	Faster	Slower
23: Gavilian Rd & Cajalco Rd	Signal	16.4	B	51.2	D	Signal	12.6	B	27.2	C	Signal	14.8	B	22.5	C	-3.8	-24	-1.6	-28.7	No Build D/E/F	Faster	Faster
24: Gavilian Rd & Lake Mathews Dr	TWSC	2.8	A	5.4	A	TWSC	2.9	A	5.5	A	TWSC	3	A	4.4	A	0.1	0.1	0.2	-1	No Build A/B/C	Faster	Faster
25: Harley John Rd & Washington Rd	TWSC	1.5	A	3.4	A	TWSC	1.5	A	2.6	A	TWSC	2.3	A	4.6	A	0	-0.8	0.8	1.2	No Build A/B/C	Faster	Faster
26: Cajalco Rd & Harley John Rd	Signal	37.9	D	49.5	D	Signal	34.9	C	47.3	D	Signal	15	B	24.9	C	-3	-2.2	-22.9	-24.6	No Build D/E/F	Faster	Faster
27: Wood Rd & Markham St	Signal	14.6	B	12.8	B	Signal	13.1	B	13	B	Signal	12.5	B	11.7	B	-1.5	0.2	-2.1	-1.1	No Build A/B/C	Faster	Faster
28: Cajalco Rd & Wood Rd	Signal	32.5	C	18	B	Signal	20.1	C	26.9	C	Signal	18.9	B	22.4	C	-12.4	8.9	-13.6	4.4	No Build A/B/C	Slower	Faster
29: Alexander St & Markham St	AWSC	16	C	9.8	A	AWSC	15.8	C	9.4	A	AWSC	15.3	C	9.2	A	-0.2	-0.4	-0.7	-0.6	No Build A/B/C	Faster	Faster
30: Alexander St & Cajalco Rd	Signal	45.5	D	34.7	C	Signal	25	C	30.6	C	Signal	24.6	C	29.5	C	-20.5	-4.1	-20.9	-5.2	No Build D/E/F	Faster	Faster
31: Rider St & Alexander St	TWSC	3.7	A	4.1	A	TWSC	3.6	A	3.2	A	TWSC	4.8	A	4	A	-0.1	-0.9	1.1	-0.1	No Build A/B/C	Faster	Faster
32: Brown St & Markham St	TWSC	2.3	A	2.2	A	TWSC	0.8	A	2.2	A	TWSC	0.8	A	0.8	A	-1.5	0	-1.5	-1.4	No Build A/B/C	Faster	Faster
33: Brown St & Cajalco Rd	Signal	19.8	B	29.9	C	Signal	10.3	B	27.7	C	Signal	10.5	B	20.1	C	-9.5	-2.2	-9.3	-9.8	No Build A/B/C	Faster	Faster
34: Brown St & Rider St	AWSC	8.4	A	8.4	A	AWSC	8.5	A	8.7	A	AWSC	8.5	A	8.5	A	0.1	0.3	0.1	0.1	No Build A/B/C	Faster	Faster
35: Clark St & Markham St	AWSC	10.8	B	11.5	B	AWSC	9.7	A	10.6	B	AWSC	9.4	A	10.2	B	-1.1	-0.9	-1.4	-1.3	No Build A/B/C	Faster	Faster
36: Clark St & Cajalco Rd	Signal	70	E	70.5	E	Signal	30.1	C	55.7	E	Signal	30.5	C	47	D	-39.9	-14.8	-39.5	-23.5	No Build D/E/F	Faster	Faster
37: Old Elsinore Rd/Clark St & Rider St	Signal	16.3	B	14.2	B	Signal	15.9	B	14	B	Signal	15.9	B	14.3	B	-0.4	-0.2	-0.4	0.1	No Build A/B/C	Faster	Faster
38: Day St & Markham St	AWSC	10.3	B	12.4	B	AWSC	9.3	A	9.9	A	AWSC	9.2	A	9.6	A	-1	-2.5	-1.1	-2.8	No Build A/B/C	Faster	Faster
39: Day St & Cajalco Rd	TWSC	19.1	C	150.7	F	Signal	9.3	A	16.5	B	TWSC	9.4	A	13.3	B	-9.8	-134.2	-9.7	-137.4	No Build D/E/F	Faster	Faster
40: Day St & Rider St	TWSC	5.2	A	4.1	A	TWSC	5.2	A	3	A	TWSC	5.4	A	3.5	A	0	-1.1	0.2	-0.6	No Build A/B/C	Faster	Faster
41: Seaton Ave & Markham St	AWSC	13.8	B	19.3	C	AWSC	11.2	B	13.8	B	AWSC	11.1	B	12.7	B	-2.6	-5.5	-2.7	-6.6	No Build A/B/C	Faster	Faster
42: Seaton Ave & Cajalco Rd	TWSC	238.4	F	1108.5	F	Signal	4.3	A	0.3	A	TWSC	4.4	A	9.9	A	-234.1	-1108.2	-234	-1098.6	No Build D/E/F	Faster	Faster
43: Rider St & Seaton Ave	TWSC	4	A	5.8	A	TWSC	4.6	A	6.6	A	TWSC	4.2	A	7.3	A	0.6	0.8	0.2	1.5	No Build A/B/C	Faster	Faster
44: Harvill Ave & Markham St	AWSC	10.7	B	11.4	B	AWSC	10.4	B	11.1	B	AWSC	10.4	B	11.2	B	-0.3	-0.3	-0.3	-0.2	No Build A/B/C	Faster	Faster
45: Cajalco Expy & Harvill Ave	Signal	20.4	C	20.9	C	Signal	31.3	C	37.1	D	Signal	31.4	C	32.7	C	10.9	16.2	11	11.8	No Build A/B/C	Slower	Slower
46: Harvill Ave & Rider St	TWSC	2.1	A	2.7	A	TWSC	0.6	A	1	A	TWSC	0.6	A	1.1	A	-1.5	-1.7	-1.5	-1.6	No Build A/B/C	Faster	Faster
47: Harvill Ave & Placentia Ave	Signal	15.1	B	20.9	C	Signal	18.4	B	38.7	D	Signal	17.1	B	37.5	D	3.3	17.8	2	16.6	No Build A/B/C	Slower	Slower
48: Sycamore Cyn Rd & SR-60/I-215 SB Ramps</																						

2044 Intersection LOS

	No-Build					Alternative 1					Alternative 4					Comparison					NB D/E/F			5+ Sec
	Control Type	AM Peak		PM Peak		Control Type	AM Peak		PM Peak		Control Type	AM Peak		PM Peak		Alt 1 - No Build		Alt 4 - No Build						
		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	Delay	LOS	AM Delay	PM Delay	AM Delay	PM Delay			
1: I-15 SB Ramps & Magnolia Avenue	Signal	42.2	D	45.9	D	Signal	43.9	D	43.5	D	Signal	43.3	D	48.7	D	1.7	-2.4	1.1	2.8	No Build D/E/F	Faster	Faster		
2: I-15 NB Ramps & Magnolia Avenue	Signal	18.6	B	22.9	C	Signal	19.8	B	22.9	C	Signal	19.7	B	21.2	C	1.2	0	1.1	-1.7	No Build A/B/C	Faster	Faster		
3: I-15 SB Ramps & Ontario Ave	Signal	96.3	F	93.7	F	Signal	95	F	91.2	F	Signal	92.9	F	85.1	F	-1.3	-2.5	-3.4	-8.6	No Build D/E/F	Faster	Faster		
4: I-15 NB Ramps & Ontario Ave	Signal	156.4	F	146.6	F	Signal	133.9	F	83.4	F	Signal	168.8	F	105.9	F	-22.5	-63.2	12.4	-40.7	No Build D/E/F	Faster	Slower		
5: Bedford Canyon Rd & El Cerrito Rd	Signal	38.3	D	174.6	F	Signal	27.5	C	181.2	F	Signal	32.5	C	165.7	F	-10.8	6.6	-5.8	-8.9	No Build D/E/F	Slower	Slower		
6: I-15 SB Ramps & El Cerrito Rd	Signal	25.1	C	7.7	A	Signal	13	B	10.5	B	Signal	18.8	B	12.3	B	-12.1	2.8	-6.3	4.6	No Build A/B/C	Faster	Faster		
7: I-15 NB Ramps & El Cerrito Rd	Signal	9.4	A	7.8	A	Signal	9.9	A	7.4	A	Signal	9.1	A	6.9	A	0.5	-0.4	-0.3	-0.9	No Build A/B/C	Faster	Faster		
8: Temescal Canyon Rd & El Cerrito Rd	Signal	12.6	B	13.6	B	Signal	15.9	B	11.9	B	Signal	14	B	12.3	B	3.3	-1.7	1.4	-1.3	No Build A/B/C	Faster	Faster		
9: Cajalco Rd & Bedford Canyon Rd	Signal	103.9	F	207.6	F	Signal	103	F	247.8	F	Signal	64.2	E	197.5	F	-0.9	40.2	-39.7	-10.1	No Build D/E/F	Slower	Slower		
10: Cajalco Rd & I-15 SB Ramps	Signal	8.7	A	122.3	F	Signal	8.7	A	112.1	F	Signal	9	A	104	F	0	-10.2	0.3	-18.3	No Build D/E/F	Faster	Faster		
11: I-15 NB Ramps & Cajalco Rd	Signal	13.6	B	52.5	D	Signal	4.1	A	47.9	D	Signal	6.4	A	21.7	C	-9.5	-4.6	-7.2	-30.8	No Build D/E/F	Faster	Faster		
12: Cajalco Rd & Temescal Canyon Rd	Signal	140.2	F	160.7	F	Signal	181.8	F	207.3	F	Signal	249.4	F	289.7	F	41.6	46.6	109.2	129	No Build D/E/F	Slower	Slower		
13: I-15 SB Ramps & Weirick Rd	Signal	29.3	C	26	C	Signal	22	C	24.2	C	Signal	21	C	23.3	C	-7.3	-1.8	-8.3	-2.7	No Build A/B/C	Faster	Faster		
14: I-15 NB Ramps & Weirick Rd	Signal	108.6	F	25.8	C	Signal	85.5	F	22.7	C	Signal	113.1	F	31.6	C	-23.1	-3.1	4.5	5.8	No Build D/E/F	Faster	Slower		
15: La Sierra Ave & Victoria Ave	Signal	175.4	F	326.2	F	Signal	219	F	373.9	F	Signal	235.5	F	299.7	F	43.6	47.7	60.1	-26.5	No Build D/E/F	Slower	Slower		
16: La Sierra Ave & McAllister Pkwy	Signal	17.6	B	9.8	A	Signal	18.2	B	12.4	B	Signal	21.8	C	11.7	B	0.6	2.6	4.2	1.9	No Build A/B/C	Faster	Faster		
17: La Sierra Ave & El Sobrante Rd	AWSC	47.4	E	50.2	F	AWSC	49.4	E	53.4	F	Signal	52.1	D	48.8	D	2	3.2	4.7	-1.4	No Build D/E/F	Faster	Faster		
18: Cajalco Rd & La Sierra Ave	Signal	18.6	B	41.6	D	Signal	25	C	95	F	Signal	16.3	B	17.7	B	6.4	53.4	-2.3	-23.9	No Build D/E/F	Slower	Slower		
19: Lake Mathews Dr & Cajalco Rd	TWSC	2.3	A	1.2	A	Signal	18.7	B	15.3	B	TWSC	2.3	A	1.1	A	16.4	14.1	0	-0.1	No Build A/B/C	Slower	Slower		
20: Mockingbird Canyon Rd & Harley John Rd	AWSC	9.1	A	12.2	B	AWSC	9.6	A	12.9	B	AWSC	9.2	A	12.1	B	0.5	0.7	0.1	-0.1	No Build A/B/C	Faster	Faster		
21: El Sobrante Rd & Mockingbird Canyon Rd	TWSC	3.1	A	5.2	A	TWSC	2.8	A	1.8	A	Signal	9.7	A	7.4	A	-0.3	-3.4	6.6	2.2	No Build A/B/C	Faster	Slower		
22: Cajalco Rd & El Sobrante Rd	Signal	10.2	B	11.9	B	Signal	9.3	A	11.1	B	Signal	13.5	B	27.7	C	-0.9	-0.8	3.3	15.8	No Build A/B/C	Faster	Slower		
23: Gavilian Rd & Cajalco Rd	Signal	24.8	C	110.6	F	Signal	35.6	D	48.1	D	Signal	17.1	B	44.8	D	10.8	-62.5	-7.7	-65.8	No Build D/E/F	Slower	Slower		
24: Gavilian Rd & Lake Mathews Dr	TWSC	0.7	A	199.2	F	TWSC	0.7	A	198	F	TWSC	0.7	A	71.7	F	0	-1.2	0	-127.5	No Build D/E/F	Faster	Faster		
25: Harley John Rd & Washington Rd	TWSC	2.2	A	51	F	TWSC	3.5	A	39.6	E	TWSC	3.7	A	27.6	D	1.3	-11.4	1.5	-23.4	No Build D/E/F	Faster	Faster		
26: Cajalco Rd & Harley John Rd	Signal	116.5	F	86.3	F	Signal	158.5	F	186.1	F	Signal	42	D	45.4	D	42	99.8	-74.5	-40.9	No Build D/E/F	Slower	Slower		
27: Wood Rd & Markham St	Signal	11.2	B	10.3	B	Signal	11.3	B	9.4	A	Signal	9.9	A	9.2	A	0.1	-0.9	-1.3	-1.1	No Build A/B/C	Faster	Faster		
28: Cajalco Rd & Wood Rd	Signal	26.9	C	12.6	B	Signal	23.4	C	26.2	C	Signal	21.2	C	18.4	B	-3.5	13.6	-5.7	5.8	No Build A/B/C	Slower	Slower		
29: Alexander St & Markham St	AWSC	37.9	E	50.8	F	AWSC	41.5	E	52.3	F	AWSC	30.5	D	49.1	E	3.6	1.5	-7.4	-1.7	No Build D/E/F	Faster	Faster		
30: Alexander St & Cajalco Rd	Signal	35.7	D	27.1	C	Signal	32.1	C	40.6	D	Signal	31.5	C	25.2	C	-3.6	13.5	-4.2	-1.9	No Build D/E/F	Slower	Slower		
31: Rider St & Alexander St	TWSC	8.2	A	7.4	A	TWSC	9.1	A	7.3	A	TWSC	11.7	B	7.5	A	0.9	-0.1	3.5	0.1	No Build A/B/C	Faster	Faster		
32: Brown St & Markham St	AWSC	7.8	A	8.1	A	AWSC	7.8	A	8.1	A	AWSC	6.9	A	6.9	A	0	0	-0.9	-1.2	No Build A/B/C	Faster	Faster		
33: Brown St & Cajalco Rd	Signal	14.1	B	20.6	C	Signal	18.3	B	31.7	C	Signal	12.7	B	18.4	B	4.2	11.1	-1.4	-2.2	No Build A/B/C	Slower	Slower		
34: Brown St & Rider St	AWSC	9	A	8.7	A	AWSC	8.9	A	8.7	A	AWSC	8.9	A	8.6	A	-0.1	0	-0.1	-0.1	No Build A/B/C	Faster	Faster		
35: Clark St & Markham St	AWSC	9.9	A	10.8	B	AWSC	10.3	B	12.3	B	AWSC	9.6	A	10.7	B	0.4	1.5	-0.3	-0.1	No Build A/B/C	Faster	Faster		
36: Clark St & Cajalco Rd	Signal	46.8	D	99.1	F	Signal	49.3	D	128.7	F	Signal	60	E	120.4	F	2.5	29.6	13.2	21.3	No Build D/E/F	Slower	Slower		
37: Old Elsinore Rd/Clark St & Rider St	Signal	23.3	C	18	B	Signal	29.8	C	23.1	C	Signal	28.1	C	20.9	C	6.5	5.1	4.8	2.9	No Build A/B/C	Slower	Slower		
38: Day St & Markham St	AWSC	10.5	B	10.3	B	AWSC	10.5	B	11.7	B	AWSC	10	A	10.5	B	0	1.4	-0.5	0.2	No Build A/B/C	Faster	Faster		
39: Day St & Cajalco Rd	TWSC	8.9	A	30.6	D	Signal	11.8	B	22.6	C	Signal	12.4	B	16.5	B	2.9	-8	3.5	-14.1	No Build D/E/F	Faster	Faster		
40: Day St & Rider St	TWSC	13.4	A	3.9	A	TWSC	12.8	B	4.6	A	TWSC	13.9	B	4.4	A	-0.6	0.7	0.5	0.5	No Build A/B/C	Faster	Faster		
41: Seaton Ave & Markham St	AWSC	22	C	25.4	D	AWSC	16.9	C	37.5	E	AWSC	15.4	C	19	C	-5.1	12.1	-6.6	-6.4	No Build D/E/F	Slower	Slower		
42: Seaton Ave & Cajalco Rd	TWSC	426.2	F	1.5	A	Signal	27.9	C	37.8	D	Signal	14	B	19.8	B	-398.3	36.3	-412.2	18.3	No Build D/E/F	Slower	Slower		
43: Rider St & Seaton Ave	TWSC	6	A	9.3	A	TWSC	8.7	A	28.9	D	TWSC	9.3	A	18	C	2.7	19.6	3.3	8.7	No Build A/B/C	Slower	Slower		
44: Harvill Ave & Markham St	AWSC	14.4	B	19.9	C	AWSC	19.7	C	35.8	E	AWSC	13.2	B	17.3	C	5.3	15.9	-1.2	-2.6	No Build A/B/C	Slower	Slower		
45: Cajalco Expy & Harvill Ave	Signal	20	C	24.3	C	Signal	26.8	C	30.8	C	Signal	21.4	C	24.6	C	6.8	6.5	1.4	0.3	No Build A/B/C	Slower	Slower		
46: Harvill Ave & Rider St	TWSC	4.8	A	4.2	A	TWSC	5.2	A	5.7	A	TWSC	6.8	A	6.1	A	0.4	1.5	2	1.9	No Build A/B/C	Faster	Faster		
47: Harvill Ave & Placentia Ave	Signal	19.5	B																					



## **Appendix H** Environmental Review Coordination and Scoping

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## **H.1 23 USC 139 Coordination**



## **H.1.1      23 USC 139 Coordination Plan**

**EFFICIENT ENVIRONMENTAL REVIEW  
COORDINATION PLAN**

**CAJALCO ROAD WIDENING PROJECT**



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## Section 1. Lead/Cooperating/Participating Agencies

### 1.1 List of Agencies, Roles, and Responsibilities

List all the agencies involved in the Efficient Environmental Review (23 USC 139) process for the project and their associated roles and responsibilities.

Agency Name	Role	Responsibilities
California Department of Transportation (Caltrans)	Lead Agency	Manage Efficient Environmental Review process; prepare Environmental Impact Statement (EIS); provide opportunity for public & participating/cooperating agency involvement
County of Riverside Transportation Department (County)	Sponsoring Agency	Provide involvement opportunity for Participating/Cooperating agencies and public
U.S. Army Corps of Engineers	Cooperating Agency Participating Agency	Section 404 permit jurisdiction Provide input during National Environmental Policy Act (NEPA) process
U.S. Environmental Protection Agency	Cooperating Agency Participating Agency	Provide input during NEPA process
U.S. Fish and Wildlife Service	Participating Agency	Probable Section 7 consultation, 2081 take permit, Western Riverside Multiple Species Habitat Conservation Plan (WRMSHCP) consistency determination, Determination of Biologically Equivalent or Superior Preservation (DBESP), and Metropolitan Water District Habitat Conservation Plan (MWD HCP) Provide input during NEPA process
California Department of Fish and Wildlife	Participating Agency	Section 1602 Streambed Alteration Agreement jurisdiction WRMSHCP consistency determination, DBESP, and MWD HCP Provide input during NEPA process
Regional Water Quality Control Board, Santa Ana Region	Participating Agency	401 Water Quality Certification jurisdiction and National Pollutant Discharge Elimination System (NPDES) Provide input during NEPA process
California Office of Historic Preservation/State Historic Preservation Officer	Participating Agency	Provide input regarding archaeological and historic resources during NEPA process
Advisory Council on Historic Preservation	Participating Agency	Provide input on cultural resources during NEPA process
Bureau of Indian Affairs	Participating Agency	Provide input regarding Native American resources during NEPA process
Bureau of Land Management	Participating Agency	Adjacent property owner. Provide input regarding land uses and issues in project area if impacts identified on BLM lands during NEPA process

Agency Name	Role	Responsibilities
Natural Resources Conservation Service	Participating Agency	Provide input regarding farmland resources during NEPA process
Office of Environmental Policy and Compliance	Participating Agency	Provide input during NEPA process
California Highway Patrol	Participating Agency	Provide input during NEPA process
City of Riverside	Participating Agency	Provide input during NEPA process
Metropolitan Water District	Participating Agency	Provide input regarding MWD lands and Habitat Conservation Plan during NEPA process
Native American Heritage Commission	Participating Agency	Provide input regarding Tribal resources and Tribal groups during NEPA process
Pechanga Band of Luiseño Mission Indians	Participating Agency	Provide input regarding Tribal resources during NEPA process
Soboba Band of Luiseño Indians	Participating Agency	Provide input regarding Tribal resources during NEPA process
Riverside County Habitat Conservation Agency	Participating Agency	Provide input during NEPA process
Riverside County Transportation Commission	Participating Agency	Provide input during NEPA process
Riverside County Waste Management	Participating Agency	Provide input during NEPA process
Western Municipal Water District	Participating Agency	Provide input during NEPA process
City of San Jacinto	Participating Agency	Not included in invitation letter distribution. City requests consideration as participating agency.
Western Riverside County Regional Conservation Authority	Participating Agency	Provide input during NEPA process
Cahuilla Band of Indians	Participating Agency	Included due to involvement in project. Provide input regarding Tribal resources during NEPA process
Morongo Band of Mission Indians	Participating Agency	Included due to involvement in project. Provide input regarding Tribal resources during NEPA process

## 1.2 Agency Contact Information

Specify contact information for each agency.

Agency	Contact Person/Title	Phone	E-mail
California Department of Transportation (Caltrans)	Aaron P. Burton, Senior Environmental Planner	909-383-2841	Environmental Studies "B" California Department of Transportation, District 8 464 West Fourth Street, 6th Floor, MS 829 San Bernardino, California 92401-1400  aaron_burton@dot.ca.gov
Riverside County Transportation Department (RCTD)	Mary Zambon	951-955-6759	3525 14 <sup>th</sup> Street Riverside, CA 92501  MZAMBON@rivco.org
U.S. Army Corps of Engineers (USACE)	Susan A. Meyer Gayagas, Senior Project Manager	808-835-4599  213-452-3292	Mailing Address: P.O. Box 532711 Los Angeles, CA 90053-2325  Susan.A.Meyer@usace.army.mil
U.S. Environmental Protection Agency	Clifton Meek, Life Scientist	415-972-3370	U.S. EPA, Region 9 Environmental Review Section - Transportation Team 75 Hawthorne Street., ENF 4-2 San Francisco, CA 94105  Meek.clifton@epa.gov
U.S. Fish and Wildlife Service	Karin Cleary-Rose, Inland Division Chief  John M. Taylor	760-322-2070	Palm Springs Fish and Wildlife Office 777 East Tahquitz Canyon Way, Suite 208 Palm Springs, CA 92262  Karin_cleary-Rose@fws.gov john_m_taylor@fws.gov
California Department of Fish and Wildlife	Heather Pert, Senior Environmental Scientist  Carly Beck	858-395-9692	Inland Deserts Region, R6 3602 Inland Empire Blvd., Suite C-220 Ontario, CA 91764  heather.pert@wildlife.ca.gov carly.beck@wildlife.ca.gov
Regional Water Quality Control Board, Santa Ana Region	Glenn Robertson, Engineering Geologist/CEQA Coordinator  Chuck Griffin, Region 8 Enforcement Coordinator	951-782-3259  951-782-4996	California Regional Water Quality Control Board Santa Ana Region 3737 Main Street, Suite 500 Riverside, CA 92501-3348  glenn.robertson@waterboards.ca.gov chuck.griffin@waterboards.ca.gov
California Office of Historic Preservation/State Historic Preservation Officer	Julianne Polanco, State Historic Preservation Officer (SHPO)	916-445-7000	California Office of Historic Preservation 1725 23 <sup>rd</sup> Street, Suite 100 Sacramento, CA 95816



Agency	Contact Person/Title	Phone	E-mail
	Natalie Lindquist, State Historian II	916-445-7014	julianne.polanco@parks.ca.gov natalie.lindquist@parks.ca.gov
Advisory Council on Historic Preservation	Sarah C. Stokely, Program Analyst	202-517-0224	Advisory Council on Historic Preservation 401 F Street NW, Suite 308 Washington, DC 20001 sstokely@achp.gov
Bureau of Indian Affairs	LeRoy Gishi, Chief of Division of Transportation	202-208-3878	Indian Affairs MS-4141-MIB 1849 C Street, N.W. Washington, D.C. 20240 leroy.gishi@bia.gov
Bureau of Land Management	Janet Cheek, Field Manager	760-833-7100	1201 Bird Center Drive Palm Springs, California 92262 BLM_CA_Web_PS@blm.gov
Natural Resources Conservation Service	Jimmy Bramblett, Deputy Chief for Programs  Leslie Deavers, Legislative Affairs	202-720-4783	14 <sup>th</sup> and Independence Avenue, SW, Room 5113-S Washington, D.C. 20250 jimmy.bramblett@usda.gov leslie.deavers@wdc.usda.gov
Office of Environmental Policy and Compliance	Janet L. Whitlock, Regional Environmental Officer	415-420-0524	Office of Environmental Policy and Compliance, San Francisco, Region IX 333 Bush Street, Suite 515 San Francisco, CA 94104 janet_whitlock@ios.doi.gov
California Highway Patrol (CHP)	Jim Epperson, Deputy Commissioner and Chief, Enforcement and Planning Division	916-843-3000	601 North 7 <sup>th</sup> Street Sacramento, Ca 95811 jepperson @chp.ca.gov
City of Riverside	Kyle Smith, Planning Division  Gilbert Hernandez, Public Works Engineer	951-826-5800	3900 Main Street Riverside, CA 92522 ksmith@riversideca.gov ghernandez@riversideca.gov
Metropolitan Water District of Southern California	Kieran M. Callanan, Manager, Structures Team  Alex Marks, Environmental Sean Carlson, Environmental  Diane Doesserich, Team Manager, Environmental Planning  Lilly Shraibati, Group Manager, Real Property	213-217-7670  213-217-7629 213-217-6272 213-217-7211 213-217-7665	P.O. Box 54153 Los Angeles, CA 90054  700 N. Alameda Street, #1 Los Angeles, CA 90012 kcallanan@mw dh2o.com AMarks@mw dh2o.com SCarlson@mw dh2o.com ddoesserich@mw dh2o.com lshraibati@mw dh2o.com

Agency	Contact Person/Title	Phone	E-mail
Native American Heritage Commission	Debbie Pilas-Treadway, Director	916-373-3710	1550 Harbor Boulevard, Suite 100 West Sacramento, CA 95691  nahc@nahc.ca.gov
Pechanga Band of Luiseño Mission Indians	Paul Macarro, Cultural Coordinator  Ebru T. Ozdil, Cultural Analyst  Juan Ochoa, Assistant Tribal Historic Preservation Officer	951-770-8100  951-770-8113	P.O. Box 1477 Temecula, CA 92593  12705 Pechanga Road Temecula, CA 92593  pmacarro@pechanga-nsn.gov eozdil@pechanga-nsn.gov jochoa@pechanga-nsn.gov
Riverside County Habitat Conservation Agency	Brian Shomo, Natural Resources Manager	951-955-4325	4080 Lemon Street 12th Floor Riverside, CA 92501  bshomo@wrcog.org
Riverside County Transportation Commission	Marlin Feenstra, Project Delivery Director  Cheryl Donahue, Public Affairs Manager	951-787-7141  951-235-9564	P.O. Box 12008 Riverside, CA 92502  mfeenstra@rctc.org cdonahue@rctc.org
Riverside County Department of Waste Resources	Ryan Ross	951-486-3351	14310 Frederick Street Moreno Valley, CA 92553  Rmross@rivco.org
Soboba Band of Luiseño Indians	Joseph Ontiveros	951-654-5544	P.O. Box 487 San Jacinto, CA 92581  jontiveros@soboba-nsn.gov
City of San Jacinto	Robert Johnson, City Manager	951-487-7330	595 South San Jacinto Avenue San Jacinto, CA 92583  citymanager@sanjacintoca.gov
Western Riverside County Regional Conservation Authority (RCA)	Tricia A. Campbell, Director of Reserve Management & Monitoring	951-955-8805	3403 10 <sup>th</sup> Street, Suite 320 Riverside, CA 92501-3627  tcampbell@wrcrca.org
Western Municipal Water District (WMWD)	Derek Kawaii, Director of Engineering  Sergio Felix, Construction Mgmt Administrator	951-789-5109	14205 Meridian Parkway Riverside, CA 92518  dkawaii@wmwd.com SFelix@wmwd.com
Cahuilla Band of Indians	Bobby Ray Esparza Cultural Coordinator Anthony Madrigal, Tribal Historic Preservation Officer	951-763-5549	52701 Highway 371 Anza, CA 92539  besparza@cahuilla.net Cultural-dept@cahuilla.net anthonymad2002@gmail.com
Morongo Band of Mission Indians	Ann Brierty, Tribal Historic Preservation Officer	951-755-5256	12700 Pumarra Road Banning, CA 92220

Agency	Contact Person/Title	Phone	E-mail
		951-755-5259	ABrierty@morongo-nsn.gov thpo@morongo-nsn.gov



## Section 2. Coordination Points and Responsibilities

### 2.1 Coordination Points, Information Requirements and Responsibilities

List key coordination points, including which agency is responsible for activities during that coordination point. Specify the information required at each coordination point and who is responsible for transmitting that information.

Coordination Point	Information "In"	Agency Responsible	Information "Out"	Agency Responsible
Notice of Intent EIS	Send participating agencies a copy of the Notice of Intent (NOI); publish notice in Federal Register and newspaper; invite agencies and public to public scoping meetings	Caltrans	Comments on NOI	Cooperating/ Participating agencies and the Public
Purpose and Need	Provide participating agencies and public with draft purpose and need statement via scoping meeting notice; solicit comments; hold scoping meeting	Caltrans	Comments on Purpose and Need	Caltrans, RCTD, Cooperating/ Participating agencies and the Public
Range of Alternatives	Provide participating agencies and public with information regarding alternatives being considered via scoping meeting notice; solicit comments; hold scoping meeting	Caltrans	Comments on Range of Alternatives and issues of concern	Caltrans, RCTD, Cooperating/ Participating agencies and the Public
Collaboration on impact assessment methodologies	Caltrans intends to use the methodologies articulated in the Standard Environmental Reference (SER) during the preparation of the technical studies; methodologies for unique conditions and/or jurisdictional requirements will be collaborated with the Cooperating/ Participating agencies involved	Caltrans	Comments on methodologies and level of detail for the analysis of alternatives	Caltrans, RCTD, and Cooperating/ Participating agencies
Socioeconomic and environmental impacts	Identification of resources located within project area & general location of alternatives	Caltrans	Identification of any issues that could substantially delay permit approval	Caltrans, RCTD, and Cooperating/ Participating agencies
Circulation of Draft EIS	Send Draft EIS to State Clearinghouse; publish notice in Federal Register and newspaper; send Draft EIS to participating agencies;	Caltrans	Comments on Draft EIS	Caltrans, RCTD, Cooperating/ Participating agencies and the Public

Coordination Point	Information "In"	Agency Responsible	Information "Out"	Agency Responsible
	invite agencies and public to public hearing			
Identify preferred alternative	To be determined after completion of technical studies	Caltrans	Comments on Preferred Alternative	Cooperating/ Participating agencies and the Public
Circulation of Final EIS	Publish notice in Federal Register and newspaper; send Final EIS to distribution list.	Caltrans	Comments on Final EIS	Caltrans, RCTD, Cooperating/ Participating agencies and the Public
Issue ROD	Prepare ROD	Caltrans/ FHWA	ROD issued by FHWA; EIS certified by lead agency	Caltrans; FHWA; County
Issue Section 404 Permit		Caltrans	Section 404 Permit	USACE
Issue Other Permits	To be determined			

## Section 3. Project Milestones

### 3.1 Coordination Points and Milestone Dates

Per updates to 23 USC 139 effective October 1, 2012, if a schedule is included in the Coordination Plan, then concurrence from each Participating Agency is required. Schedule should include key milestones.

Milestone	Timing
<b>Project Scoping</b> Coordination Points: <ul style="list-style-type: none"><li>• Notice of Intent</li><li>• EIS Purpose and Need</li><li>• Range of Alternatives</li><li>• Collaboration on impact assessment methodologies</li><li>• Socioeconomic and environmental impacts</li></ul>	Mid 2012 – Late 2017
<b>Draft Environmental Document</b> Coordination Points: <ul style="list-style-type: none"><li>• Circulation of DEIS</li><li>• I.D. Preferred Alternative</li></ul>	Pre-Public Agencies Review: May 2021  Public Circulation: Mid 2021 – Late 2021
<b>Final Environmental Document</b> Coordination Points: <ul style="list-style-type: none"><li>• Circulation of FEIS</li><li>• Issue ROD</li></ul>	Late 2021 – Early 2023



## Section 4. Revision History

Identify changes to the Coordination Plan. Note: If a schedule was included in the original coordination plan and it is the item that requires modification, concurrence on the schedule change is required from all participating agencies.

Version	Date	Name	Description
1	8-10-2012	K. Anderson	First version
2	10-11-2012	K. Anderson	Section 1.1 agency responsibilities modified; agencies added
3	4-29-2015	K. Anderson	Section 1.1 agency roles modified; nonresponsive agencies removed
4	6-3-2015	K. Anderson	Section 1.2 contact information updated
5	10-5-2015	K. Anderson	Section 1.2 contact information updated
6	1-27-2016	K. Anderson	Section 1.1 updated; Section 1.2 contact information updated
7	5-25-2016	K. Anderson	Section 3 Project Milestones added; Section 1.2 contact information updated
8	6-1-2016	K. Anderson	Section 1.2 contact information updated
9	1-31-2017	K. Anderson	Section 1.2 contact information updated
10	4-23-2019	K. Anderson	Section 1.1 updated; Section 1.2 contact information updated
11	4-27-2021	K. Anderson	Section 1.2 contact information updated; Section 3.1, milestone dates updated
12	5-24-2021	K. Anderson	Section 1.2 contact information updated; Section 3.1, milestone date updated

## H.1.2 Letters of Invitation – Participating and Cooperating Agencies

On October 1, 2012, Letters of Invitation were distributed to the agencies listed below, requesting involvement as cooperating and/or participating agencies. An example letter follows the list.

Agency
U.S. Army Corps of Engineers (USACE)
U.S. Environmental Protection Agency (EPA)
U.S. Fish and Wildlife Service (USFWS)
Regional Water Quality Control Board, Santa Ana Region (RWQCB)
California Department of Fish and Wildlife (CDFW)
California Office of Historic Preservation/State Historic Preservation Officer (SHPO)
Advisory Council on Historic Preservation (ACHP)
Bureau of Indian Affairs (BIA)
Bureau of Land Management (BLM)
Federal Emergency Management Agency (FEMA)
Natural Resources Conservation Service (NRCS)
Office of Environmental Policy and Compliance
Cahuilla Band of Indians
California Highway Patrol (CHP)
California Resources Agency (CRA)
City of Corona
City of Perris
City of Riverside
Eastern Municipal Water District (EMWD)
Los Coyotes Band of Mission Indians
March Joint Powers Authority (March JPA)
Metropolitan Water District of Southern California (MWD)
Morongo Band of Mission Indians (Morongo)
Native American Heritage Commission (NAHC)
Pala Band of Mission Indians
Pauma & Yuma Reservation
Pauma Valley Band of Luiseño Indians
Pechanga Band of Luiseño Mission Indians
Ramona Band of Cahuilla Mission Indians
Riverside County Fire Department
Riverside County Flood Control and Water Conservation District (RCFCWCD)
Riverside County Habitat Conservation Agency (RCHCA)
Riverside County Sheriff's Department
Riverside County Transportation Commission (RCTC)
Riverside Transit Agency (RTA)
Riverside County Waste Management
Santa Ana Watershed Project Authority (SAWPA)
Santa Rosa Band of Mission Indians
Soboba Band of Luiseño Indians
Southern California Association of Governments (SCAG)
South Coast Air Quality Management District (SCAQMD)
Western Riverside County Regional Conservation Authority (RCA)
Western Municipal Water District (WMWD)
City of San Jacinto

**DEPARTMENT OF TRANSPORTATION****DIVISION OF ENVIRONMENTAL PLANNING**

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October 1, 2012

Veronica Chan  
U.S. Army Corps of Engineers  
P.O. Box 532711  
Los Angeles, CA 90053-2325

Dear Mr. Castanon:

Re: Invitation to Become Participating Agency and Cooperating Agency on the Cajalco Road Widening Project

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) replaces the previous authorization, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under National Environmental Policy Act (NEPA) pursuant to Section 6005 of SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A). Caltrans also assumed all of FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects. For purposes of carrying out the responsibilities assumed, Caltrans is deemed to be acting as the FHWA with respect to the environmental review, consultation, and other action required under those responsibilities.

Caltrans, in cooperation with the County of Riverside, is initiating an environmental impact statement for the proposed Cajalco Road Widening Project in Riverside County in California.

The proposed project would widen Cajalco Road from two to four lanes between Harvill Avenue at the east end and Temescal Canyon Road at the west end, from four to five lanes between Temescal Wash and Temescal Canyon Road, and from four to six lanes between the Interstate 215 (I-215) southbound ramps and Harvill Avenue. The purpose of the proposed project is to: 1) improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy 1.5; 2) improve interregional travel by improving east-west mobility in Riverside County; and 3) improve roadway alignment and intersection design to enhance safety along Cajalco Road. Two build alternatives and a No-Build Alternative are being considered. The proposed build alternatives are shown in the attached figure and described below.



Alternative 1: Widen Existing Cajalco Road with Minor Alignment Changes between I-215 and Temescal Canyon Road. Alternative 1 would construct two lanes in each direction (eastbound and westbound) from Harvill Avenue at the east to Temescal Canyon Road at the west, replacing the two-lane roadway that currently exists. Between the I-215 southbound ramps and Harvill Avenue, three lanes would be constructed in each direction (eastbound and westbound), replacing this existing four-lane roadway segment. Left turn lanes and right turn pocket lanes are proposed to be constructed along Cajalco Road at selected intersections. Other proposed improvements include bus turn-outs, and watercourse crossing and drainage improvements.

Alternative 2: Widen Existing Cajalco Road between I-215 and Hollis Lane and between East of Eagle Canyon Road and Temescal Canyon Road; Construct New Segment of Cajalco Road between Hollis Lane and East of Eagle Canyon Road. Between the I-215 southbound ramps and Hollis Lane, the eastern portion of Alternative 2 would be the same as the alignment and changes proposed under Alternative 1. Between Hollis Lane and Eagle Canyon Road, the western portion of the proposed alignment would deviate from the existing roadway, and a new segment of roadway would be established through undeveloped land south of existing Cajalco Road.

The proposed project includes the potential for impacts related to land use, growth, community impacts, relocations and real property acquisition, environmental justice, utilities/emergency services, traffic and transportation, visual/aesthetics, cultural resources, hydrology and floodplains, water quality and storm runoff, geology/soils/seismic/topography, paleontology, hazardous waste/materials, air quality, noise, energy, biological resources (natural communities, wetlands and waters, plant species, animal species, threatened and endangered species, and invasive species), and cumulative impacts.

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act, we are requesting your agency to be a cooperating agency because your agency has jurisdiction by law or special expertise.

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences and mitigation. Further we intend to utilize the EIS and our subsequent record of decision as our decision-making documents and as the basis for the permit application. We expect the permit application to proceed concurrently with the EIS approval process.

In accordance with Section 6002 of SAFETEA-LU, we are requesting your agency to be a participating agency because we believe that your agency will have an interest in this transportation project. Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Timely review and comment on early project information to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Under Section 6002 of SAFETEA-LU, if your agency is a federal agency and declines to be a participating agency, your agency must do so in writing by stating:

1. Your agency has no jurisdiction or authority;
2. Your agency has no expertise or information relevant to the project; and
3. Your agency does not intend to comment on the project.

We look forward to your response to our request for your agency to be a cooperating agency and a participating agency and to working with you on this transportation project. Neither of these designations implies that your agency supports the proposed project. The favor of a reply is requested by November 12, 2012. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Aaron Burton, Senior Environmental Planner at (909) 383-2841 or Eduardo Castaneda, Associate Environmental Planner at (909) 388-7636.

Sincerely,



DAVID BRICKER  
Deputy District Director  
Environmental Planning

Enclosure:

Agency Scoping Meeting Notice

### **H.1.3      Agency Responses to Invitation Letters**



**PALA TRIBAL HISTORIC  
PRESERVATION OFFICE**

PMB 50, 35008 Pala Temecula Road  
Pala, CA 92059  
760-891-3510 Office | 760-742-3189 Fax



PALA THPO

October 10, 2012

David Bricker  
Dept of Transportation- Division of Environmental Planning  
464 West Fourth Street, MS 1222  
San Bernardino, CA 92401

Re: Cajalco Road Widening Project

Dear Mr. Bricker,

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. The project is also beyond the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Therefore, we have no objection to the continuation of project activities as currently planned and we defer to the wishes of Tribes in closer proximity to the project area.

We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact me by telephone at 760-891-3515 or by e-mail at [sgaughen@palatribe.com](mailto:sgaughen@palatribe.com).

Sincerely,

Shasta C. Gaughen, PhD  
Tribal Historic Preservation Officer  
Pala Band of Mission Indians

ATTENTION: THE PALA TRIBAL HISTORIC PRESERVATION OFFICE IS RESPONSIBLE FOR ALL REQUESTS FOR CONSULTATION. PLEASE ADDRESS CORRESPONDENCE TO **SHASTA C. GAUGHEN** AT THE ABOVE ADDRESS. IT IS NOT NECESSARY TO ALSO SEND NOTICES TO PALA TRIBAL CHAIRMAN ROBERT SMITH.



RIVERSIDE COUNTY SHERIFF'S DEPARTMENT  
Stanley Sniff, Sheriff  
PERRIS STATION

FAX COVER SHEET

PLEASE DELIVER THE FOLLOWING PAGES TO:

COMPANY: DEPARTMENT OF TRANSPORTATION DATE: 10/30/12  
ATTN: DAVID BRICKER PHONE: 909-388-7725  
# OF PAGES: 1 (INCLUDING COVER SHEET) FAX: ~~909-388-7848~~  
FROM: SGT. ROBERT ROSE PHONE: (909) 383-6899  
FAX: (951) 210-1000  
FAX: (951) 210-1030

REFERENCE: CAJALCO ROAD WIDENING PROJECT.

I WILL BE THE LIAISON FOR THE RIVERSIDE SHERIFF'S  
DEPARTMENT (PERRIS STATION). I CAN BE REACHED AT  
951-210-1015 OR RROSE@RIVERSIDESHERIFF.ORG

*The information contained in this facsimile message is privileged and confidential information and is only intended for the individuals or entity named above. If the reader of this message is not the intended recipient, or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us by telephone and return the original message to us at the above address via U.S. Postal Service, at our EXPENSE. Thank you.*

137 N. Perris Boulevard, Suite A Perris, California 92570  
Phone: (951) 210-1000 Fax: (951) 210-1030



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Ecological Services  
Palm Springs Fish and Wildlife Office  
777 East Tahquitz Canyon Way, Suite 208  
Palm Springs, California 92262



In Reply Refer To:  
FWS-WRIV-13B0038-13CPA0008

NOV 19 2012

Mr. David Bricker  
Deputy District Director  
Department of Transportation  
464 West Fourth Street, MS 1222  
San Bernardino, California 92401

Subject: Invitation to Become a Participating Agency and Cooperating Agency on the  
Cajalco Road Widening Project, Riverside County, California

Dear Mr. Bricker:

We received your letter dated October 1, 2012, inviting us to serve as a participating and cooperating agency with section 6005 of the Save, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) 2005, for the Cajalco Road widening project. The project as proposed would widen Cajalco Road from two to four lanes between Harvill Avenue at the east end and Temescal Canyon Road at the west end; from four to five lanes between Temescal Wash and Temescal Canyon Road; and from four to six lanes between the Interstate 215 southbound ramps and Harvill Avenue. We thank you for the invitation to participate, but decline to officially act as a cooperating agency for the subject project because of significant workload constraints. We will however continue to provide technical assistance as a participating agency under section 6002 of SAFETEA-LU, and look forward to working with the Riverside County Transportation Agency and your staff on the project. We have begun early coordination on design criteria for wildlife crossings, impacts to federally listed species, and project compliance with the Western Riverside Multiple Species Habitat Conservation Plan.

We appreciate the opportunity to participate in the transportation planning process and look forward to our continued coordination on the project. If you have any questions regarding this letter, please contact John M. Taylor of this office at 760-322-2070, extension 218.

Sincerely,

Kennon A. Corey  
Assistant Field Supervisor



**From:** "Romo, Patricia" <[PROMO@rctlma.org](mailto:PROMO@rctlma.org)>  
**Subject:** Re: Early comments and point of contact--Cajalco Road Widening Project  
**Date:** November 1, 2012 1:27:17 PM PDT  
**To:** "Barton, Gail" <[GBARTON@rctlma.org](mailto:GBARTON@rctlma.org)>  
**Cc:** "Shomo, Brian" <[BSHOMO@rctlma.org](mailto:BSHOMO@rctlma.org)>, "Zambon, Mary" <[MZAMBON@rctlma.org](mailto:MZAMBON@rctlma.org)>, "Staley, Scott" <[CSTALEY@rctlma.org](mailto:CSTALEY@rctlma.org)>

Thanks Gail, we will add him to our team.

Sent from my iPad

On Nov 1, 2012, at 11:35 AM, "Barton, Gail" <[GBARTON@rctlma.org](mailto:GBARTON@rctlma.org)> wrote:

<image001.gif>

Good Morning Patty,

Brian Shomo is in the field today, but he asked me to send you the copy of his response to the request from the Department of Transportation to become a Participating Agency on the Cajalco Road Widening Project. Brian, as the RCHCA Natural Resources Manager, will be the designated point of contact. He has also provided some broad comments that are consistent with comments that the RCHCA has provided to the County with regard to the Project.

Thank you~

*Gail Barton*

Principal Planner  
Riverside County Habitat Conservation Agency  
Riverside County Planning Department  
Environmental Programs Division  
4080 Lemon Street, 12th Floor, Riverside CA 92501  
Phone 951.955.6637 ~ Fax 951.955.1811

<image002.png> <image005.jpg>

<Early comments in response to request to become participating agency Cajalco.pdf>





*A Joint Powers Authority*

**RCHCA  
Board of Directors**

**City of Corona**  
Eugene Montanez

**City of Hemet**  
Linda Krupa

**City of Lake Elsinore**  
Melissa Melendez

**City of Menifee**  
Vacant

**City of Moreno Valley**  
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**City of Murrieta**  
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**City of Perris**  
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Mike Gardner  
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**County of Riverside**  
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**City of Temecula**  
Maryann Edwards

**City of Wildomar**  
Ben Benoit

**Executive Director**  
Carolyn Syms Luna

**General Counsel**  
Tiffany North  
Deputy County Counsel

Aaron Burton  
Senior Environmental Planner  
Environmental Studies "B"  
California Department of Transportation, Division of Environmental Planning  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS 829  
San Bernardino, CA 92401-1400

Re: Cajalco Road Widening Project

Dear Mr. Burton,

Thank you for allowing the Riverside County Habitat Conservation Agency (RCHCA) the opportunity to provide input on the purpose and need for the project, the alternatives, and the issues to be addressed in the Environmental Impact Statement (EIS). The RCHCA implements the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) and manages lands specifically for the species. With respect to the Cajalco Road Widening Project, the RCHCA has the following comments:

1. The EIS needs to examine the cumulative adverse impacts to the RCHCA's current ability to manage their lands within the Lake Mathews / Estelle Mountain Reserve. Current management strategies include the staging and moving of thousands of sheep across the landscape, prescribed fire, and large scale herbicide application to control non-native grasses.
2. The EIS must examine the potential loss of access points for RCHCA staff, equipment, and contractors, thereby limiting our ability to effectively manage the reserve lands for SKR.
3. The EIS must account for the indirect effects of noise, lighting, litter, and illegal public access on SKR and their habitat.
4. The EIS needs to account for the past and present restoration efforts.
5. The EIS should examine the amount of acreage necessary to maintain a minimum viable population of SKR within a fragmented landscape in order to ensure that the reserve continues to function as originally intended in perpetuity.

Again, thank you for the opportunity to provide early comments to be considered in the Cajalco Road Widening Project EIS. As the designated point of contact for the RCHCA, I can be reached at 951-955-4325 or bshomo@rctlma.org.

Sincerely,



Brian Shomo  
Natural Resources Manager



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX**

**75 Hawthorne Street  
San Francisco, CA 94105**

**NOV 9 2012**

Aaron Burton  
California Department of Transportation  
Environmental Studies "B"  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor MS 829  
San Bernardino, California 92401-1400

**Subject: Scoping Comments for Cajalco Road Widening Project Draft Environmental Impact Statement**

Dear Mr. Burton:

The U.S. Environmental Protection Agency (EPA) has reviewed the Notice of Intent (NOI) published in the Federal Register on September 26, 2012, requesting comments on the California Department of Transportation (Caltrans) and County of Riverside proposal to prepare a Draft Environmental Impact Statement (DEIS) for the Cajalco Road Widening Project in western Riverside County, California. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act. We recognize that the state of California has assumed responsibilities under NEPA for this project pursuant to the *Memorandum of Understanding Between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program*.

We are also responding to your October 1, 2012 letter inviting EPA to become a Participating and Cooperating Agency for this project. EPA accepts "Participating Agency" (as defined in 23 USC 139) and "Cooperating Agency" (as defined in NEPA) status for this project. As a Participating and Cooperating Agency, we define EPA's role in the development of the project to include the following as they relate to our jurisdiction by law or areas of expertise:

- 1) Provide meaningful and early input on defining purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in alternatives analysis;
- 2) Participate in coordination meetings and joint field reviews as appropriate and as resources allow;
- 3) Participate in the development and implementation of the coordination plan; and
- 4) Timely review and comment on early project information (e.g., draft technical reports related to air quality, wetlands/waters, biological resources, cumulative impacts assessment, growth/community impacts, and conceptual mitigation; and EIS Administrative Drafts) to reflect



the views and concerns of EPA on the adequacy of the document(s), alternatives considered, anticipated impacts, and avoidance, minimization, and mitigation strategies.

In addition, should the project have greater than 5 acres of permanent impacts to waters of the United States, project coordination would follow the April 2006 *National Environmental Policy Act and Clean Water Action Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding (NEPA/404 MOU)*. The NEPA/404 MOU includes specific agreement points to assist in developing the EIS and involves active participation in meetings and document reviews. We encourage Caltrans to contact the NEPA/404 signatory agencies once more information about the potential impact to waters of the United States is available so that the agreement points can be addressed as early as possible in the EIS process.

Please note that EPA's involvement as a Participating and Cooperating Agency does not constitute formal or informal approval of any part of this project under any statute administered by EPA, nor does it limit in any way EPA's independent review of the Draft and Final EISs pursuant to Section 309 of the Clean Air Act. EPA's cooperating agency status may be acknowledged in the EIS; but the EPA seal or symbol must not be used unless Caltrans receives prior written approval from EPA, and then only if a disclaimer is attached stating that the use of the Agency seal or symbol on this document does not imply any agency's endorsement of the project.

EPA provides the following scoping comments for the proposed Cajalco Road Widening Project:

#### **Purpose and Need and Range of Alternatives**

As a Participating Agency, we look forward to providing feedback once a draft Purpose and Need Statement and subsequent draft Range of Alternatives are provided to Participating Agencies for comments under the Efficient Environmental Review Process at 23 USC 139. At this time, EPA provides the following general comments on Purpose and Need and Range of Alternatives as briefly described in the NOI:

##### ***Purpose and Need***

The Purpose and Need should focus on the underlying problems to address and the reasons a project is considered, and not prescribe or imply a predetermined solution such as an expansion of a freeway. Freeway capacity enhancements may be an included component of the potential solution to the problems identified in a Purpose and Need; however, the Purpose and Need should allow for the analysis of a full scope of alternatives, including other modes of transportation or alternatives which might be less impactful to the environment or public health that would accomplish the underlying mobility/accessibility the project seeks to provide.

##### ***Range of Alternatives***

The DEIS should explore and objectively evaluate a range of reasonable alternatives, including the no action alternative, and briefly discuss the reasons for eliminating some alternatives from further evaluation (40 CFR 1502.14). Additionally, the proposed Project should not preclude also enhancing transit access, or implementing a comprehensive Transportation System Management and Transportation Demand (TSM/TDM) plan as a part of other build alternatives. We encourage Caltrans to explore the feasibility of implementing such alternatives simultaneously in the interest of minimizing environmental impacts and accommodating future travel demands.

In exploring the option to enhance transit access, that DEIS should clearly identify what forms of transit facilities are currently in operation and the plans for future expansion. The DEIS should identify activities that can be undertaken by Caltrans and/or other responsible agencies to enhance transit ridership that will effectively increase overall mobility within and through the corridor. We encourage Caltrans to consider concurrently implementing measures that provide incentives for increased transit ridership as a means of decreasing single occupancy vehicle travel.

EPA recommends that the DEIS include a summary of the screening methodology that was used to determine the Range of Alternatives for inclusion in the DEIS. The methodology summary should include information about which criteria and measures were used at each screening level and how they were integrated in a comprehensive evaluation. The DEIS should also include a description of alternatives that were considered but withdrawn with a summary of why they were eliminated. The DEIS should identify opportunities for the alternatives to further avoid or minimize adverse environmental and community impacts while fulfilling the project purpose. This may generally include alignment shifts, buffers, localized design modifications, changes in construction practices, tunneling, or spanned crossings of sensitive biological resources.

### **Phasing**

The DEIS should disclose whether the project will be constructed in phases and if so, include the anticipated timeline for construction, identify what specific activities will occur during each phase, and analyze both the construction and operational impacts of the project for each phase.

### **Waters of the U.S.**

The project is located in the vicinity of Lake Mathews, Cajalco Creek, Temescal Wash, and other tributaries. The DEIS should identify if the project will involve the discharge of dredged or fill material into jurisdictional wetlands and waterways and impact water quality or hydrology. Discharges of dredged or fill material into waters of the U.S. require authorization by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act (CWA). The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(1) provide substantive environmental criteria that must be met to permit such discharges into waters of the U.S.

### *Avoidance, Minimization and/or Mitigation Measures*

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

### *Recommendations:*

- Identify if the project will affect waters of the U.S.
- Include a summary of the projects impacts to hydrology.
- Discuss mitigation for temporary and unavoidable permanent direct and indirect impacts. Temporary impact mitigation should consider additional compensatory mitigation for temporal loss of functions as well as establishing numeric criteria and monitoring of the temporary impact site to ensure that aquatic functions are fully restored. The link to the final Mitigation Rule,

which went into effect on June 9, 2008, can be found at <http://www.epa.gov/EPA-WATER/2008/April/Day-10/w6918a.pdf>. Indirect impact mitigation should consider opportunities to reduce any potential effects from shading and to compensate for possible wetland habitat fragmentation.

- Include the classification of waters and the geographic extent of waters and adjacent riparian areas.
- Characterize the functional condition of waters and adjacent riparian areas.
- Describe the extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries.
- Characterize the hydrologic linkage to any impaired water body.
- Analyze the potential water quality impact and potential effects to designated uses.

#### *Water Quality/Stormwater*

The DEIS should address techniques proposed for minimizing surface water contamination due to increased runoff from additional highway surfaces. The project will require a National Pollutant Discharge Elimination System (NPDES) permit and an accompanying Stormwater Pollution Prevention Plan (SWPPP). Where the proposed project will widen existing roads, the current stormwater detention basins and structures may no longer be effective.

#### *Recommendations:*

The water quality analysis in the DEIS should include an estimate of increase in impervious surfaces, estimates of increases in stormwater runoff locations and volume, and locations for specific design features to minimize discharges and dissipate energy. The DEIS should include the following:

- Identify specific locations, on a map, where runoff is expected, along with a map indicating where specific design features for stormwater management will be placed (bioswales, etc.). These options should be presented as a part of the DEIS process and not deferred until a later stage.
- Include stormwater performance standards for both construction site sediment control and post-construction project design standards in the DEIS.
- Provide information regarding the placement, selection, and performance of proposed Best Management Practices (BMPs) in the DEIS.
- Commit to design, install, and maintain BMPs to control total suspended solids (TSS) carried in post-construction runoff.
- Commit to employ BMPs to maintain or reduce the peak runoff discharge rates, to the maximum extent practicable, as compared to the pre-development conditions.

#### **Sensitive Species and Habitats**

The western segment of the Cajalco Road Widening Project crosses just south of Lake Mathews, in an area that contains extensive conservation lands and sensitive biological resources (e.g., Lake Mathews-Estelle Mountain Reserve), including habitats for the federally-protected Steven's kangaroo rat, least Bell's vireo, burrowing owl, and California coastal gnatcatcher. EPA recommends Caltrans work closely with federal, state, and local wildlife agencies and managing land agencies to ensure the project minimizes impacts to protected species and habitat to the maximum extent possible, to look for



opportunities to remove any existing wildlife movement barriers, and to avoid and minimize habitat fragmentation.

### **Integration with Existing Facilities and Relationship with Other Regional Transportation Projects**

The DEIS should explore the extent to which proposed alternatives will integrate with existing transportation facilities. The document should discuss how the project will impact existing vehicle lanes, any bicycle lanes, and pedestrian paths due to project construction or operation. All potential alternatives should identify the opportunities available to better connect all modes of transportation, including rail, bus service, and pedestrian and bicycle facilities. Measures to minimize or mitigate impacts to vehicle lanes, bicycle lanes, and pedestrian paths should be addressed in the DEIS.

Federal Highway Administration (FHWA) is also preparing a Supplemental Draft Environmental Impact Statement for the Mid-County Parkway Project, which proposes to improve west-east transportation in western Riverside County between Interstate 215 in the west and State Route (SR) 79 in the east. A previous DEIS for Mid-County Parkway examined a larger 32-mile corridor from SR 79 west to Interstate 15 until a decision was made to only pursue the eastern portion of the project at this time. Caltrans should thoroughly discuss the relationship of the Cajalco Road Widening Project to Mid-County Parkway in the DEIS.

### **Cumulative Impact Analysis**

The cumulative impacts associated with the proposed Project may contribute to significant degradation of sensitive resources. There are several highway and transit projects in the western Riverside County area, including Mid-County Parkway, State Route 91 Project, State Route 79 Realignment, and the Perris Valley Line Metrolink Extension.

#### *Recommendations:*

- Conduct a thorough cumulative impact assessment. Include a complete list of reasonably foreseeable actions, including non-transportation projects.
- EPA recommends the use of the June 2005 *Guidance for Preparers of Indirect and Cumulative Impacts Analysis* developed jointly by Caltrans, FHWA, and EPA [[http://www.dot.ca.gov/ser/cumulative\\_guidance/purpose.htm](http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm)]. The guidance will assist in identifying cumulative impacts and preparing an analysis that is sound, well documented, and compliant with 404(b)(1) Guidelines.

### **Growth-related Impacts**

EPA is concerned about the potential indirect impacts (40 CFR Part 1508.8(b)) of this project in this rural area. New access to undeveloped areas, such as new intersections, or those possible from Alternative 2 which would construct a new segment of Cajalco Road between Hollis Lane and east of Eagle Canyon Road, including a southerly extension of La Sierra Avenue, may induce growth on surrounding lands. The project would benefit from analysis of growth-related impacts early in project development. A growth-related impact analysis assists with compliance requirements of NEPA by considering environmental consequences as early as possible and providing a well-documented and sound basis for government decision making.

The May 2006 *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (Guidance) [[http://www.dot.ca.gov/ser/Growth-related\\_IndirectImpactAnalysis/gri\\_guidance.htm](http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm)] developed jointly

by Caltrans, FHWA, and EPA, provides an approach to developing a growth-related impact analysis. After the potential for growth is identified for each alternative, the Guidance recommends assessing if growth-related impacts affect resources of concern.

*Recommendations:*

- Identify the types of resources that are likely to occur in geographic areas that may be affected by growth. If it is determined that there will be no or insignificant impacts to resources of concern, then document the process and report the results. EPA recommends following the Step-by-Step Approach for Conducting the Analysis in Chapter 6 of the Guidance.
- The DEIS should also be very clear regarding whether any interchanges are proposed for future roads (e.g., roads that currently do not exist, but are identified/proposed in planning documents) and disclose the additional impacts to resources that these roads will have. To demonstrate the utility and need for these connections, EPA recommends that the DEIS include a discussion of the interchange siting decisions and the growth-related impacts analyses should consider these future roads in the DEIS.
- Include a discussion of mitigation strategies to reduce impacts if adverse impacts cannot be avoided or minimized. Section 6.3 of the Guidance provides an approach to address mitigation for growth-related impacts.

### **Impacts of Increased Vehicle Travel**

The identified alternatives will increase motor vehicle capacity. Any analysis of emissions of greenhouse gases (GHGs) or other air pollution, noise, and other impacts to human health and the environment that increase with increased vehicle miles traveled should be based upon travel demand modeling which takes into account the increased demand for vehicle travel caused by this increased capacity. Because the additional vehicle travel that results from this induced demand will distribute itself throughout the regional roadway network, it is important to use a travel demand model that will capture the increased vehicle load on other highways and local streets anywhere that increase is significant. The DEIS should describe how any traffic estimates were developed and how these traffic estimates relate to regional transportation estimates. Any supporting documents on which the conclusions of the project's impacts to air quality are based, such as traffic data and other air analyses, should be included in an appendix to the DEIS.

### **Air Quality**

Because the South Coast Air Basin has some of the worst 8-hour ozone and PM<sub>2.5</sub> problems in the nation, it is important to reduce emissions of ozone precursors and particulate matter from this Project to the maximum extent.

*Recommendations:*

- Ambient Conditions: The DEIS should include a detailed discussion of ambient air conditions (i.e., baseline or existing conditions), the area's attainment or nonattainment status for all National Ambient Air Quality Standards (NAAQS), and potential air quality impacts (including cumulative and indirect impacts) from the construction and operation of the project for each fully evaluated alternative. The DEIS should include estimates of all criteria pollutant emissions and diesel particulate matter (DPM). EPA also recommends that the DEIS disclose the available information about the health risks associated with construction and truck emissions and how the proposed project will affect current emission levels.

- **Relevant Requirements:** The DEIS should describe any applicable local, state, or federal requirements. The DEIS should describe applicable requirements for Federal Actions that require Federal Transit Administration (FTA) or FHWA funding or approval and are subject to the Transportation Conformity requirements in 40 CFR part 93, subpart A and for Federal Actions that are subject to the General Conformity requirements in 40 CFR part 93, subpart B.
- **Conformity:** The DEIS should ensure that the emissions from both the construction and the operational phases of the project conform to the approved State Implementation Plan and do not cause or contribute to violations of the NAAQS. To meet the transportation conformity requirements, the DEIS should demonstrate that the project is included in a conforming transportation plan and transportation improvement program.
- **PM and CO Project-Level Hotspot Analyses:** Project-level hot spot analyses for PM<sub>10</sub>, PM<sub>2.5</sub>, and carbon monoxide (CO) are required for the portion of the project that will be funded or approved by FHWA or FTA. The DEIS should ensure the PM<sub>2.5</sub> and PM<sub>10</sub> project-level hotspot analyses are performed following EPA's March 2006 or December 2010 procedures if the project is deemed, via interagency consultation, to be a Project of Air Quality Concern. Note that there is a NEPA policy memo (February 8, 2011, "Using the MOVES and EMFAC Models in NEPA Evaluations") which describes how the transition period from the 2006 to the 2010 guidance applies to NEPA. The NEPA policy memo can be found at the following web site: <http://www.epa.gov/compliance/resources/policies/nepa/>
- **Construction:** The proposed Project may involve construction and staging along populated sections of the corridor. Caltrans should identify and commit to specific requirements to reduce any substantial emissions or exposure to emissions for sensitive receptors along the corridor. The DEIS should include SCAQMD requirements to reduce emissions. In addition to these measures, EPA recommends the following additional measures to reduce the impacts resulting from future construction associated with this Project.

The responsible agency should include a Construction Emissions Mitigation Plan in the DEIS and adopt this plan in the Record of Decision (ROD). In addition to all applicable local, state, or federal requirements, EPA recommends that the following mitigation measures be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of particulate matter (PM) and other toxics from construction-related activities, including the following:

*Fugitive Dust Source Controls:*

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

*Mobile and Stationary Source Controls:*

- Minimize use, trips, and unnecessary idling of heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit



technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. The California Air Resources Board has a number of mobile source anti-idling requirements which could be employed. See their website at:

<http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>

- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal<sup>1</sup> or State Standards<sup>2</sup>. In general, meet and ideally go beyond CARB requirements for in-use diesel engines and equipment, particularly for non-road construction fleets. Through December 31, 2014, ensure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. EPA Tier 3 standards for non-road engines. From January 1, 2015 onward, ensure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. EPA Tier 4 standards for non-road engines.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

*Administrative controls:*

- Identify all commitments to reduce construction emissions and update the air quality analysis to reflect additional air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Meet EPA diesel fuel requirements for off-road and on-highway, and, where appropriate, use alternative fuels such as natural gas and electric.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.

*Mobile Source Air Toxics*

Due to the increased traffic and proximity of the Project to residences and other sensitive receptors, EPA is concerned about possible mobile source air toxics (MSATs) impacts. Many studies have measured elevated concentrations of pollutants, which are emitted directly by motor vehicles, near large roadways. These elevated concentrations generally occur within approximately 200 meters of the road, although the distance varies depending on traffic and environmental conditions. Pollutants measured with elevated concentrations include benzene, polycyclic aromatic hydrocarbons, carbon monoxide, nitrogen dioxide, black carbon, and coarse, fine, and ultrafine particles. For a thorough review of near-roadway monitoring studies, see Section 3.1.3 of EPA's "Regulatory Impact Analysis: Control of Hazardous Air Pollutants from Mobile Sources" (February 2007, <http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OAR-2005-0036-1168>).

<sup>1</sup> EPA's website for nonroad mobile sources is <http://www.epa.gov/nonroad/>.

<sup>2</sup> For ARB emissions standards, see: <http://www.arb.ca.gov/msprog/offroad/offroad.htm>.

A large number of recent studies have examined the association between living near major roads and different adverse health effects. Several peer reviewed epidemiologic studies have shown associations with cardiovascular effects, premature adult mortality, and adverse birth outcomes, including low birth weight and size. Traffic-related pollutants have been repeatedly associated with increased prevalence of asthma-related respiratory symptoms in children. Also, based on toxicological and occupational epidemiologic literature, several of the MSATs, including benzene, 1, 3-butadiene, and diesel exhaust, are classified as known and likely human carcinogens. Thus, near roadway environments present an elevated cancer risk, including childhood leukemia. For additional information on MSATs, please see EPA's MSAT website at <http://www.epa.gov/otaq/toxics.htm>.

Expanding a roadway in the immediate vicinity of residential neighborhoods could result in increased, localized MSAT impacts in the project area to nearby receptors. In the DEIS, an estimate of potential MSAT impacts and near roadway receptors should be presented to determine if there are problematic hot spots along the corridor. This analysis is further described in the March 2007 report entitled "Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process" conducted for the American Association of State Highway and Transportation Officials (AASHTO) Standing Committee on the Environment and funded by the Transportation Research Board ([http://www.trb.org/NotesDocs/25-25\(18\)\\_FR.pdf](http://www.trb.org/NotesDocs/25-25(18)_FR.pdf)). Procedures for toxicity-weighting, which EPA has found to be especially useful for the targeting of mitigation, are described in EPA's Air Toxics Risk Assessment Reference Library (Volume 3, Appendix B, beginning on page B-4, [http://epa.gov/ttn/fera/data/risk/vol\\_3/Appendix\\_B\\_April\\_2006.pdf](http://epa.gov/ttn/fera/data/risk/vol_3/Appendix_B_April_2006.pdf)).

These recommendations, and the recommendations included in the report for AASHTO referenced above, differ substantially from the September 30, 2009 FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents. While there are positive elements to this guidance, especially the acknowledgement of potential MSAT concerns, EPA continues to disagree with major elements of this approach nationally.

### **Children's Health and Safety**

EO 13045 "Protection of Children from Environmental Health Risks and Safety Risks"<sup>3</sup> requires federal agencies to ensure that their policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks. EPA recommends that the DEIS assess any potential environmental health risks and safety risks that may disproportionately affect children. For possible impacts to schools and child care centers near the project, include measures identified in the voluntary EPA School Siting Guidelines (<http://www.epa.gov/schools/siting/download.html>), and Draft State School Environmental Health Program Guidelines (<http://www.epa.gov/schools/ehguidelines/index.html>). EPA's Office of Children's Health Protection has also posted a compilation of scientific data and methods to help improve the scientific understanding of children's environmental health concerns at: [http://yosemite.epa.gov/oceph/ochpweb.nsf/content/whatwe\\_scientif.htm](http://yosemite.epa.gov/oceph/ochpweb.nsf/content/whatwe_scientif.htm). This site contains information on risk assessment, toxicity and exposure assessment, and other information to help better understand potential environmental impacts on children's health.

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<sup>3</sup> Available on-line at: <http://ceq.hss.doe.gov/nepa/regs/eos/eo13045.html>.

### **Memorandum of Understanding (MOU) Environmental Justice and Executive Order 12898**

On August 4, 2011, several federal agencies, including the U.S. Department of Transportation and EPA, finalized an MOU<sup>4</sup> advancing agency responsibilities outlined in the 1994 Executive Order (EO) 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." The MOU, in part, states that each Federal agency will identify and address, as appropriate, any disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations in the following areas: 1) NEPA implementation; 2) implementation of Title VI of the Civil Rights Act; 3) impacts from climate change; and 4) impacts from commercial transportation and supporting infrastructure ("goods movement"). EPA recommends that the DEIS address the MOU as suitable for the project.

The DEIS should identify whether the proposed alternatives may disproportionately and adversely affect low income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts. Executive Order 12898 addresses Environmental Justice in minority and low income populations, and the Council on Environmental Quality has developed guidance concerning how to address Environmental Justice in the environmental review process ([http://www.epa.gov/environmentaljustice/resources/policy/ej\\_guidance\\_nepa\\_ceq1297.pdf](http://www.epa.gov/environmentaljustice/resources/policy/ej_guidance_nepa_ceq1297.pdf)). Community involvement activities supporting the project should include opportunities for incorporating public input, especially in Environmental Justice communities, into the facility design process to promote context sensitive design.

#### *Recommendations:*

- Identify whether the proposed alternatives may disproportionately and adversely affect low-income or minority populations and provide appropriate mitigation measures for any adverse impacts. Assessment of the project's impacts should reflect consultation with affected populations and mitigation measures should be considered where feasible to avoid, mitigate, minimize, rectify, reduce, or eliminate impacts associated with a proposed project (See 40 C.F.R. § 1508.20). Mitigation measures identified in the DEIS should reflect the needs and preferences of the affected low-income and minority populations to the extent practicable.
- Document the process used for community involvement and communication, including all measures to specifically outreach to potential environmental justice communities. Include an analysis of results achieved by reaching out to these populations. EPA has developed a model plan for public participation that may assist Caltrans in this effort. *The Model Plan for Public Participation*, EPA OECA, February 2000, is available at: <http://www.epa.gov/compliance/ej/resources/publications/nejac/model-public-part-plan.pdf>

### **Historic, Cultural, and Tribal Resources**

We are aware of extensive tribal outreach and coordination that has occurred for the separate Mid-County Parkway Project, which originally included alternatives overlapping the Cajalco Road Widening Project area. Additional information on tribal outreach and coordination for the Mid-County Parkway Project can be found in Chapter 5 of the DEIS (available online <http://midcountyparkway.org/uploads/5.0%20Comments%20and%20Coordination.pdf>). We recommend that Caltrans ensures the Cajalco Road Widening Project DEIS fully documents tribal

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<sup>4</sup> A copy of the Memorandum of Understanding Environmental Justice and Executive Order 12898 is available on-line at: <http://epa.gov/environmentaljustice/resources/publications/interagency/ej-mou-2011-08.pdf>.



consultation and coordination for any potential impacts to tribal resources from this project as required by federal law and policies.

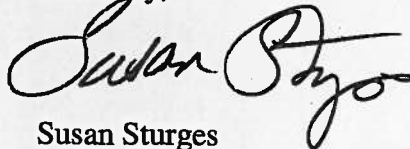
Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments* (November 6, 2000), was issued for federal agencies to establish tribal consultation and collaboration processes for the development of federal policies that have tribal implications, and to strengthen the United States government-to-government relationships with Indian tribes.

*Recommendations:*

- Describe in the DEIS: 1) the process and outcome of any informal coordination and formal government-to-government consultation between FHWA, given that government-to-government consultation was not assigned to Caltrans per NEPA delegation, or other relevant federal agency, and each of the tribal governments within the project area.
- Discuss issues that were raised (if any), how those issues were addressed in relation to the proposed action and the selection of the proposed alternative, and how impacts to tribal or cultural resources will be avoided or mitigated consistent with Section 106 of the National Historic Preservation Act, Executive Order 13007, Indian Sacred Sites, and/or other relevant federal laws and policies.

If you have any questions regarding the recommendations provided, please feel free to contact me, the lead EPA reviewer for this project. I can be reached at [sturges.susan@epa.gov](mailto:sturges.susan@epa.gov) or (415) 947-4188. When you are ready to submit your DEIS, please note that EPA Headquarters no longer accepts paper copies or CDs of EISs for official filing purposes. Submissions must now be made through EPA's new electronic EIS submittal tool: *e-NEPA*. While this system eliminates the need to submit paper or CD copies to EPA Headquarters to meet official filing requirements, lead agencies should continue to distribute 1 CD copy and 2 hard copy EISs for review to the EPA Region 9 San Francisco Office. Electronic submission does not change requirements for distribution of EISs for public review and comment. To begin using *e-NEPA*, you must first register with EPA's electronic reporting site - [https://cdx.epa.gov/epa\\_home.asp](https://cdx.epa.gov/epa_home.asp).

Sincerely,



Susan Sturges  
Environmental Review Office

CC via Email: Susan Meyer, U.S. Army Corps of Engineers  
Karin Cleary-Rose, U.S. Fish and Wildlife Service  
Jeff Brandt, California Department of Fish and Game  
John Chisholm, Caltrans District 11



**PECHANGA CULTURAL RESOURCES**  
*Temecula Band of Luiseño Mission Indians*

Post Office, Box 2183 • Temecula, CA 92593  
Telephone (951) 308-9295 • Fax (951) 506-9491

November 9, 2012

**VIA E-MAIL and USPS**

Mr. Aaron Burton  
Senior Environmental Planner  
CA Department of Transportation  
Division of Environmental Planning  
Environmental Studies B  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS829  
San Bernardino, CA 92401-1400

**Re: Pechanga Tribe Comments on the Notice of Preparation of an Environmental Impact Statement and the Request to be a Participating Agency for the Cajalco Road Widening Project**

Dear Mr. Burton:

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government. The Tribe formally requests to be notified and involved in the entire NEPA, Section 106 and CEQA environmental review processes for the duration of the above referenced project (the "Project" or "Undertaking"). Please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings, workshops and scheduled approvals concerning this Project. Please also incorporate these comments into the record of approval for this Project.

The Tribe submits these comments concerning the Project's potential impacts to cultural resources in conjunction with the environmental review of the Project and to assist Caltrans and the Federal Highway Administration (FHWA) in preparing the Area of Potential Effects (APE) for the Undertaking. Tribal assistance with the APE will assist with designing a mutually beneficial roadway that also avoids and protects sensitive and sacred tribal and cultural resources located in the area. The Tribe has worked with Caltrans and the Riverside County Transportation Department (RCTD) on this Project for almost a decade and we will continue to work with RCTD, Caltrans and the FHWA to develop appropriate mitigation for the cultural resources that will be impacted during development of this Project. We further request continued sharing of maps and other documents that assists the Tribe with refining their areas of concern.

Chairperson:  
Germaine Arenas

Vice Chairperson:  
Mary Bear Magee

Committee Members:  
Evie Gerber  
Darlene Miranda  
Bridgett Barcello Maxwell  
Aurelia Marruffo  
Richard B. Searce, III

Director:  
Gary DuBois

Coordinator:  
Paul Macarro

Cultural Analyst:  
Anna Hoover

The Tribe further appreciates being invited to become a Participating Agency on this important Project. As Caltrans and the FHWA are aware, Cajalco Road passes through several highly sensitive areas of Luiseño territory and the Tribe will continue to work to avoid and protect these areas. At this time, the Tribe cannot confirm their participation as a Participating Agency. Because we are a sovereign government, these types of requests must be fully vetted through our Cultural Committee and potentially through our Tribal Council. Therefore, we request additional time in order to complete our internal process.

### **CALTRANS AND THE FHWA MUST INCLUDE INVOLVEMENT OF AND CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL REVIEW PROCESS**

It has been the intent of the Federal Government<sup>1</sup> and the State of California<sup>2</sup> that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that the project lies within the Pechanga Tribe's traditional territory. Therefore, in order to comply with CEQA, NEPA, Section 106 and other applicable Federal and California law, it is imperative that Caltrans and FHWA consult with the Tribe in order to guarantee an adequate basis of knowledge for an appropriate evaluation of the Project effects, as well as generating adequate mitigation measures.

### **PREVIOUS HISTORY WITH THIS PROJECT AREA AND TRIBAL CULTURAL AFFILIATION**

The Pechanga Tribe asserts that the proposed Undertaking is part of Luiseño, and therefore the Tribe's, aboriginal territory. This is evidenced by the existence of Luiseño place names, *tóota yixélval* (rock art, pictographs, petroglyphs), village complexes, and an extensive Luiseño artifact record in the proposed APE and within the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as extensive history with both this Project and other projects within the area.

The Tribe has submitted numerous letters regarding various Projects impacting this area as well as providing detailed evidence and supporting documents on the Tribe's cultural

<sup>1</sup>See e.g., Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments, Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments, Executive Memorandum of September 23, 2004 on Government-to-Government Relationships with Tribal Governments, and Executive Memorandum of November 5, 2009 on Tribal Consultation.

<sup>2</sup>See California Public Resource Code §5097.9 et seq.; California Government Code §§65351, 65352.3 and 65352.4



affiliation to this area. Those letters provide ample background information on the Tribe's history, concerns and involvement with this Project and the cultural landscape in which it sits. Those letters are attached hereto and incorporated fully herein. Rather than repeat our prior comments to this effect, we refer Caltrans and FHWA to the attached comment letters for this information.

The Tribe welcomes the opportunity to meet with Caltrans and FHWA to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction.

### **PROJECT IMPACTS TO CULTURAL RESOURCES**

The proposed Undertaking and the Alternatives are located in a highly sensitive region of Luiseño territory and the Tribe knows that subsurface resources will be recovered during ground-disturbing activities. The Tribe has over thirty-five (35) years of experience in working with various types of construction projects throughout its territory. The combination of this knowledge and experience, along with the knowledge of the culturally-sensitive areas and oral tradition, is what the Tribe relies on to make fairly accurate predictions regarding the likelihood of subsurface resources in a particular location.

Multiple village complexes can be found within a close proximity to the Project. Beginning on the western side of the APE is *Paxávxa*. Several ethnographic sources place *Paxávxa* at Temescal, which also incorporated Glen Ivy Hot Springs. In the early 1930's, linguist and Bureau of American Ethnology employee John P. Harrington accompanied several Luiseño consultants from Corona to Temecula on a place name trip. They identified several Luiseño villages and places along what is now known as Interstate 15. The closest known village to the western section of the proposed APE is *Túu'uv*, located in what is now the southeastern area of Cajalco Road and the I-15 interchange. *Túu'uv* is mentioned in traditional songs and is named in a long list of places located within traditional Luiseño territory. One of Harrington's consultants remembers stopping there with her parents to gather cactus fruits. This area is generally considered to be more ancient than the surrounding areas. There are over thirty petroglyphs sites located in the canyon to the north of the Serrano Specific Plan Project and these *tóota yixélval* exhibit distinct Luiseño visual elements. Another named place to the south of *Túu'uv* is *'anóonga*. This place name is derived from the word *'anó* meaning coyote, and is to the east of *Paxávxa*. The ancient trail which stretched from the coast to the San Jacinto Plain connected *Paxávxa*, *anóonga* and *Túu'uv* with the large villages in the Lake Matthews/*Qaxáalku* region and the villages further east. This trail is now the present-day Cajalco Road.

Cajalco Road and the APE extend through one of the densest Luiseño village complexes known as *Qaxáalku*. The etymology of the Spanish word Cajalco derives from the Luiseño word for "place of quail." The suffix "ku" is considered a more archaic form of the suffix "anga," which means place of (as in Pechanga...place of dripping water). Throughout the region

containing *Qaxáalku* there are still quail but almost as important are the *kukíulam*, or burrowing owl, that once lived there in large numbers. The areas separated by low-lying bedrock boulders provide an ideal habitat for the owls and have been seen on vacant lands east of Wood Road. J.P. Harrington's/Pechanga informant Celestine Ahuayo relates: "*the (that type of) area was known as kukíulam pomkí, which means where the ground owl houses.*" *Kukíul*/burrowing owl is important for the Luiseño because of his status in our Creation Story. Father Boscana wrote of the burrowing owl's role in the Story: '*It was determined by (the lower animals) that Father Wuyóot should received his death by means of poison. Kukíulmal (the small burrowing owl) perceived this and immediately gave the information to Wuyóot.*' Eventually, *Wuyóot* did succumb to poison but the burrowing owl gained a distinction in our Luiseño songs as a good messenger. The *Payómkawichum* (Luiseño people) would have revered the area where this "good apostle" lived by living there as well.

Within the *Qaxáalku* complex, there are at least seven recorded cupule boulders and many others with painted markings (pictographs). Additionally, beyond the numerous bedrock mortars and slicks, are four ancestral quartz quarry locations. Quartz points were important to the *Payómkawichum* because it is taught that *Suukat* (deer), who gave his life for the starving People in our Creation Story, could only be taken by a point made of quartz.

The Tribe has much more information than it can provide in this letter. We request to continue consultation with Caltrans and FHWA to provide this sensitive and important data. Furthermore, given the sensitivity of the area, inadvertent discoveries are foreseeable impacts and should be appropriately mitigated for within the confines of the Project. The identification of surface resources during an archaeological survey should not be the sole determining factor in deciding whether mitigation measures for inadvertent discoveries are required. The cultural significance of the area should play a large part in determining whether specifications concerning unanticipated discoveries should be included and, as we have indicated above, the Tribe contains this cultural information that can assist to preserve, protect and avoid Luiseño cultural resources.

### **REQUESTED TRIBAL INVOLVEMENT AND MITIGATION**

As we have demonstrated above, the proposed Project is on land that is within the traditional territory of the Pechanga Band of Luiseño Indians and with which they are extremely knowledgeable. The Pechanga Band is not opposed to this Project and, in fact, appreciates the improvements that are proposed for Cajalco Road, so long as those improvements do not subvert County conditions of approval and mitigation measures already in place for the protection of certain cultural sites in perpetuity. The Tribe's primary concerns stem from the Project's proposed impacts on Native American cultural resources. The Tribe is concerned about both the protection of unique and irreplaceable cultural resources, such as Luiseño village sites, sacred sites and archaeological items which would be displaced by ground disturbing work on the Project, and on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of the work.

The Tribe requests to continue to be involved and participate with Caltrans and the FHWA in assuring that an adequate environmental assessment is completed, those resources already protected by County conditions and mitigation measures remain unharmed and in developing all monitoring and mitigation plans and measures for the duration of the Project. In addition, given the sensitivity of the Project area, it is the position of the Pechanga Tribe that Pechanga tribal monitors be required to be present during all ground-disturbing activities conducted in connection with the Project, including any archeological surveys and excavations, geologic borings and other types of earthmoving performed.

The CEQA Guidelines state that lead agencies should make provisions for inadvertent discoveries of cultural resources (CEQA Guidelines §15064.5). As such, it is the position of the Pechanga Tribe that an agreement specifying appropriate treatment of inadvertent discoveries of cultural resources be executed between the Project Applicant and the Pechanga Tribe.

The Tribe believes that adequate cultural resources assessments and management must always include a component which addresses inadvertent discoveries. Every major State and Federal law dealing with cultural resources includes provisions addressing inadvertent discoveries (See e.g.: CEQA (Cal. Pub. Resources Code §21083.2(i); 14 CCR §1506.5(f); Section 106 (36 CFR §800.13); NAGPRA (43 CFR §10.4). Moreover, most state and federal agencies have guidelines or provisions for addressing inadvertent discoveries (See e.g.: FHWA, Section 4(f) Regulations - 771.135(g); CALTRANS, Standard Environmental Reference - 5-10.2 and 5-10.3). Because of the extensive presence of the Tribe's ancestors within the Project area, it is not unreasonable to expect to find vestiges of that presence. Such cultural resources and artifacts are significant to the Tribe as they are reminders of their ancestors. Moreover, the Tribe is expected to protect and assure that all cultural sites of its ancestors are appropriately treated in a respectful manner. Therefore, as noted previously, it is crucial to adequately address the potential for inadvertent discoveries.

Further, the Pechanga Tribe believes that if human remains are discovered, State law would apply and the mitigation measures for the permit must account for this. According to the California Public Resources Code, § 5097.98, if Native American human remains are discovered, the Native American Heritage Commission must name a "most likely descendant," who shall be consulted as to the appropriate disposition of the remains. Given the Project's location in Pechanga territory, the Pechanga Tribe intends to assert its right pursuant to California law with regard to any remains or items discovered in the course of this Project.

The Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts.

The Pechanga Tribe looks forward to working together with Caltrans and FHWA in protecting the invaluable Pechanga cultural resources found in the APE and its vicinity. Please



Pechanga Comment Letter to California DOT  
Re: Pechanga Tribe Comments on the Cajalco Road Widening Project  
November 9, 2012  
Page 6

contact me at 951-770-8104 once you have had a chance to review these comments if you should have any questions or concerns. Thank you.

Sincerely,



Anna Hoover  
Cultural Analyst

Cc Pechanga Office of the General Counsel  
Brenda Tomaras, Tomaras & Ogas, LLP  
Gary Jones, Caltrans Project Archaeologist  
Mary Zambon, RCTD Environmental Project Manager



## DEPARTMENT OF THE ARMY

LOS ANGELES DISTRICT CORPS OF ENGINEERS  
P.O. BOX 532711  
LOS ANGELES, CALIFORNIA 90053-2325

REPLY TO  
ATTENTION OF

December 6, 2012

Office of the Chief,  
Regulatory Division

Mr. David Bricker  
Deputy District Director  
California Department of Transportation  
Division of Environmental Planning  
464 West 4<sup>th</sup> Street, MS 1222  
San Bernardino, California 92401-1400

Dear Mr. Bricker:

I am responding to your invitation, dated October 1, 2012, for the U.S. Army Corps of Engineers (Corps) to be a cooperating agency on the preparation of an environmental impact statement (EIS) for the proposed **Cajalco Road Widening Project** located in western Riverside County, 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and its superseding legislation entitled Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21).

Based on our jurisdiction by law and special expertise pursuant to section 404 of the Clean Water Act (33 U.S.C. 1344), the Corps accepts your invitation to cooperate and participate on the development of the Cajalco Road Widening 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 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 and public draft 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 Cajalco Road Widening 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. The Corps looks forward to working with you and the County of Riverside on the preparation of the EIS. Should you have any questions or require further information, please contact Ms. Susan A. Meyer, Senior Project Manager, in our Transportation and Special Projects Branch at (808) 835-4599 or at [susan.a.meyer@usace.army.mil](mailto:susan.a.meyer@usace.army.mil). Alternatively, you may contact me at (213) 452-3296 or at [corice.j.farrar@usace.army.mil](mailto:corice.j.farrar@usace.army.mil).

Courtesy copies of this letter are being furnished to the following individuals: Ms. Susan Sturges, U.S. Environmental Protection Agency, Region IX, 75 Hawthorne St, CED-2, San Francisco, California 94105; Ms. Karin Cleary-Rose, U.S. Fish and Wildlife Service, 777 East Tahquitz Canyon Way, Suite 208, Palm Springs, California 92220; Mr. Aaron Burton, Caltrans, Division of Environmental Planning, 464 West 4<sup>th</sup> Street, MS 1222, San Bernardino, California 92401-1400; Ms. Mary Zambon, County of Riverside, Transportation and Land Management Agency, 3525 14<sup>th</sup> Street, Riverside, California 92501; and Ms. Cathy Bechtel, Riverside County Transportation Commission, P.O. Box 12008, Riverside, California 92502.

Sincerely,



Corice J. Farrar  
Chief, Orange & Riverside Counties Section





November 1, 2012

Mr. David Bricker, Deputy District Director  
Caltrans Division of Environmental Planning  
464 West Fourth Street, MS1222  
San Bernardino, CA 92401-1400

**Subject: Cajalco Road Widening Project**

Dear Mr. Bricker,

The City is aware of a growing need for transportation solutions in Western Riverside County and that future projections specifically show a need for a main thoroughfare between the Corona and San Jacinto Valley area. With the decrease in scope of the Mid County Parkway in recent years, the City is concerned that transportation solutions will fall behind the growing demand if actions are not taken soon. This is why the City has an interest in the proposed Cajalco Road Widening Project.

We understand the scope of the proposed project involves widening Cajalco Rd. within the project limits to a total of at least 4 lanes and that this project will compliment and be an extension of the Mid County Parkway between the I-215 and the I-15, providing the connectivity that the region increasingly needs. The City of San Jacinto is in support of the Cajalco Rd. Widening project and has executed the attached Resolution accordingly. We ask that the City be considered a participating agency in the project and that we may continue to be involved in future development of the project. We eagerly look forward to working with Caltrans, the County of Riverside and all stakeholders to help bring this important regional project to fruition. Feel free to contact myself or Habib Motlagh, City Engineer, if you have any questions or concerns about the City's declaration of interest in this project.

Sincerely,

Tim Hults  
City Manager

Encl.

STATE OF CALIFORNIA )  
COUNTY OF RIVERSIDE)ss  
CITY OF SAN JACINTO )

RESOLUTION NO. 3405

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
SAN JACINTO, CALIFORNIA EXPRESSING SUPPORT FOR  
THE CAJALCO ROAD WIDENING AND SAFETY  
ENHANCEMENT PROJECT PROPOSED BY THE COUNTY  
OF RIVERSIDE**

**WHEREAS**, the "Community and Environmental Transportation Acceptability Process" (CETAP) as part of the Riverside County Integrated Plan (RCIP) indicates that there will be such extensive regional traffic that an internal transportation corridor linking the Corona area to the San Jacinto Valley will be necessary;

**WHEREAS**, the Mid County Parkway, the 32-mile CETAP corridor, was initially intended to provide the regional internal transportation facility between the Corona area and the San Jacinto Valley;

**WHEREAS**, in July 2009 the Riverside County Transportation Commission took action to reduce the scope of the Mid County Parkway by removing the section between Interstate 15 (I-15) and Interstate 215 (I-215) from consideration;

**WHEREAS**, the Mid County Parkway is proposed as a 16-mile transportation corridor that will relieve traffic congestion for east-west travel in western Riverside County between the San Jacinto and Perris areas and help address future transportation needs through 2040.

**WHEREAS**, according to RCTC modifying the Mid County Parkway project does not eliminate the need for a regional route that will one day connect I-15 to I-215;

**WHEREAS**, the County of Riverside (County) is proposing to widen Cajalco Road to provide improved connection between I-15 and I- 215, improve east-west mobility and improve safety along the corridor.

**NOW, THEREFORE, BE IT RESOLVED** the City Council of the City of San Jacinto, California, hereby supports the Cajalco Road Widening and Safety Enhancement Project subject to the following conditions:


1. Design and construct the project in a manner that is complimentary to and an extension of the Mid County Parkway per Riverside County Policy SJVAP13.1 Hemet to Corona/Lake Elsinore CETAP corridor in accordance with the CETAP Corridors section of the Riverside County General Plan Circulation Element.
2. Develop phasing for the Cajalco Road Widening and Safety Enhancement Project and Mid County Parkway in such a way that ensures equity in the funding and capacity on each project.
3. Design and construct the project so that it can be expanded to accommodate not less than 6-lanes of the traffic per the Riverside County General Plan and in conformance with the Caltrans Highway and Design Manual standards.

4. Design and construct the project in recognition that the facility is regional in nature.
5. Design and construct the project to ensure that traffic can flow without significant impediments and in the most expeditious manner per the 2008 Riverside County RTIP.

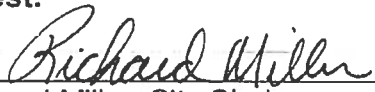
**PASSED, APPROVED AND ADOPTED** this 18<sup>th</sup> day of October, 2011, by the following vote:

Ayes:	Bartel, Di Memmo, Kotyuk, Ledezma, Miller
Nays:	None
Absent:	None
Abstain:	None

**City of San Jacinto**

  
\_\_\_\_\_  
Scott Miller, Mayor

**Attest:**

  
\_\_\_\_\_  
Richard Miller, City Clerk

**APPROVED AS TO FORM:**  
BEST BEST & KRIEGER, LLP

  
\_\_\_\_\_  
Jeffrey S. Ballinger, City Attorney





**United States Department of the Interior  
BUREAU OF LAND MANAGEMENT**

Palm Springs-South Coast Field Office  
1201 Bird Center Drive  
Palm Springs, CA 92262-8001  
(760) 833-7100 Fax (760) 833-7199



*Visit us on the Internet at  
[www.blm.gov/ca/palmsprings/](http://www.blm.gov/ca/palmsprings/)*

NOV 06 2012

In Reply Refer to:  
CA-660-00

Mr. David Bricker, Dep. District Director  
Division of Environmental Planning  
California Department of Transportation  
464 West Fourth Street, MS 1222  
San Bernardino, CA 92401-1400

Re: Invitation to Become a Participating Agency on the Cajalco Road Widening Project

Dear Mr. Bricker:

Thank you for your letter of October 1, 2012, pertaining to your preparation of an environmental analysis for the proposed Cajalco Road Widening Project.

We accept your invitation for us to participate in the preparation of this environmental analysis as a formal participating agency.

Please identify me as the initial point of contact. I can be reached at the above address and telephone number, and by e-mail at [jkalish@blm.gov](mailto:jkalish@blm.gov).

We look forward to cooperating with your agency in this effort.

Sincerely,

John R. Kalish  
Field Manager



# United States Department of the Interior

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20240



OCT 12 2012

Mr. David Bricker  
Deputy District Director  
Department of Transportation  
Division of Environmental Planning  
464 West Fourth Street, MS1222  
San Bernardino, CA 92401-1400

Dear Mr. Bricker:

On behalf of the Department of the Interior (Department), I accept the invitation to become a participating agency on the Cajalco Road Widening Project. As a participating agency, we will provide timely review of environmental documents including draft and final environmental impact statements. Our bureaus will participate in coordination meetings and joint field reviews as appropriate. Agency comments will be drafted to meet stated timeframes.

We have a continuing interest in working with Caltrans to address the impacts to resources of concern to the Department. We look forward to working closely with you and other participating/cooperating agencies to address our comments as this project moves forward.

Should you have any questions, please do not hesitate to contact Dave Sire of my staff at (202) 208-6661, or [david\\_sire@ios.doi.gov](mailto:david_sire@ios.doi.gov).

Sincerely,

Willie R. Taylor  
Director, Office of Environmental  
Policy and Compliance



**FEMA**

November 1, 2012

Department of Transportation  
Division of Environmental Planning  
464 West Fourth Street, MS 1222  
San Bernardino, CA 92401-1400

Re: Invitation to Become Cooperating Agency  
Cajalco Road Widening Project

This is in response to your letter dated October 1, 2012, addressed to Mr. Fugate, Administrator of the Federal Emergency Management Agency (FEMA), a component of the U.S. Department of Homeland Security (DHS), requesting FEMA participation as cooperating agency under the provision of Section 6002 of the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA-LU).

While committed in providing comments, under the provision of the Council on Environmental Quality (CEQ) regulations implementing the National Environmental Policy Act (NEPA), and is offering to provide input and comments related to its special expertise, specifically related to floodplain management, FEMA declines your invitation under the SAFETEA-LU for lack of jurisdiction and authority, as well as of expertise in the specific field.

Please send any future correspondence on the project, as well as similar requests for environmental coordination on other initiatives, directly to my attention to the address on the letterhead. If you should require any additional information regarding this response, please feel free to contact me at (510) 627-7284.

Sincerely,

A handwritten signature in dark ink, appearing to read "Alessandro Amaglio".

Alessandro Amaglio  
Environmental Officer  
FEMA Region IX



**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
e-mail: [ds\\_nahc@pacbell.net](mailto:ds_nahc@pacbell.net)



October 8, 2012

Mr. David Bricker, Deputy District Director – Environmental Planning

**California Department of Transportation – District 8**

464 West Fourth Street, MS1222  
San Bernardino, CA 92401-1400

Re: Invitation to Become Participating Agency on Cajalco Road Widening Project

Dear Mr. Bricker:

Reference is made to your letter of October 1, 2012 inviting the the California Native American Heritage Commission (NAHC), to become a "Participating Agency" on the Cajalco Road Widening Project. This is to accept that invitation.

The NAHC would like to be kept informed of developments regarding this project.

If you have any questions concerning this, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dave Singleton".

Dave Singleton  
Program Analyst

**PALA TRIBAL HISTORIC  
PRESERVATION OFFICE**

PMB 50, 35008 Pala Temecula Road  
Pala, CA 92059  
760-891-3510 Office | 760-742-3189 Fax



PALA THPO

October 10, 2012

David Bricker  
Dept of Transportation- Division of Environmental Planning  
464 West Fourth Street, MS 1222  
San Bernardino, CA 92401

Re: Cajalco Road Widening Project

Dear Mr. Bricker,

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. The project is also beyond the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Therefore, we have no objection to the continuation of project activities as currently planned and we defer to the wishes of Tribes in closer proximity to the project area.

We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact me by telephone at 760-891-3515 or by e-mail at [sgaughen@palatribe.com](mailto:sgaughen@palatribe.com).

Sincerely,

Shasta C. Gaughen, PhD  
Tribal Historic Preservation Officer  
Pala Band of Mission Indians

ATTENTION: THE PALA TRIBAL HISTORIC PRESERVATION OFFICE IS RESPONSIBLE FOR ALL REQUESTS FOR CONSULTATION. PLEASE ADDRESS CORRESPONDENCE TO **SHASTA C. GAUGHEN** AT THE ABOVE ADDRESS. IT IS NOT NECESSARY TO ALSO SEND NOTICES TO PALA TRIBAL CHAIRMAN ROBERT SMITH.

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

Inland Division  
847 East Brier Drive  
San Bernardino, CA 92408  
(909) 806-2400  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)



November 6, 2012

File No.: 801.10460.12587

Mr. David Bricker, Deputy District Director  
Division of Environmental Planning  
Department of Transportation  
464 West Fourth Street, MS 1222  
San Bernardino, CA 92401-1400

Dear Mr. Bricker:

Thank you for your invitation for the California Highway Patrol to become a participating agency on the Cajalco Road Widening Project. As you are aware, our Department has jurisdictional responsibility relating to traffic safety and enforcement at this location. Personnel from the Riverside CHP Area office provide patrol to this region and have acquired knowledge and experience relative to traffic safety. Accordingly, our personnel have attended several public hearings during the past year and are in support of the project. To continue to provide the best possible services, the CHP will continue to participate in coordination meetings and joint field reviews as appropriate.

We look forward to working with you in the near future and on forthcoming projects as they become available. Should you have any questions, please contact Inland Division Lieutenant Eric Robles at (909) 806-2400.

Sincerely,

A handwritten signature in dark ink, appearing to read "M. S. Champion".

M. S. CHAMPION, Chief

cc: Assistant Commissioner, Field







EDMUND G. BROWN JR.  
GOVERNOR



MATTHEW RODRIGUEZ  
SECRETARY FOR  
ENVIRONMENTAL PROTECTION

## Santa Ana Regional Water Quality Control Board

October 22, 2012

David Bricker  
Deputy District Director, Environmental Planning  
California Department of Transportation  
464 W. Fourth Street, MS1222  
San Bernardino, CA 92401-1400

### **CALTRANS REQUEST FOR REGIONAL BOARD PARTICIPATION IN CAJALCO ROAD WIDENING PROJECT, WEST- CENTRAL RIVERSIDE COUNTY**

Dear Mr. Bricker:

We have received and considered your October 1, 2012 request for the Santa Ana Regional Water Quality Control Board (RWQCB) to become a participating and cooperating agency in the environmental review of the Cajalco Road Widening Project (Project). Cajalco Road is proposed to be widened from two to as many as six lanes between Interstate 215 (east end) and Temescal Canyon Road (west end), along proposed alternative routes south of Lake Mathews in west-central Riverside County.

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 or at [Glenn.Robertson@waterboards.ca.gov](mailto:Glenn.Robertson@waterboards.ca.gov), or Mark Adelson, Chief of our Regional Planning Programs Section, at (951) 782-3234 or at [Mark.Adelson@waterboards.ca.gov](mailto:Mark.Adelson@waterboards.ca.gov) with any questions.

Sincerely,

Kurt Berchtold  
Executive Officer  
Santa Ana Regional Water Quality Control Board

X: Groberts on Magnolia/Data/CEQA/Template and Administrative/Participating Agency, SAFETEA-LU, Cajalco Rd Widening Committee-KVB.



**Riverside County**  
**Waste Management Department**

*Hans W. Kernkamp, General Manager-Chief Engineer*

November 8, 2012

David Bricker, Deputy District Director  
Department of Transportation  
Division of Environmental Planning  
464 W. 4<sup>th</sup> Street  
San Bernardino, CA 92401

**RE: Participating Agency on the Cajalco Road Widening Project (Project)**

Dear Mr. Bricker:

The Riverside County Waste Management Department (RCWMD) will participate as a participating agency on the Project. The RCWMD offers the following comments for your consideration:

1. The RCWMD understands that the alignment for Alternative 2 has been pushed further north (when compared to the proposed alignment in 2011) to avoid encroachment into land conserved for the El Sobrante Landfill Multiple Species Habitat Conservation Plan (MSHCP) as well as Bureau of Land Management (BLM) Conservation lands. While Alternative 2 will not directly encroach into MSHCP lands, the close proximity of Alternative 2 to MSHCP lands will contribute to edge effects such as increased fire risk and litter, as well as increased weed control for non-native species. These edge effects should be assessed in the upcoming Environmental Impact Statement (EIS) and Environmental Impact Report (EIR).
2. Given its scale of development, the proposed project may have a significant solid waste impact. The RCWMD is particularly concerned about the quantity of construction and demolition (C&D) waste that could be generated by the project and how the waste will be disposed of. Should a large quantity of the project's C&D waste be brought to a county landfill for disposal, it could exceed the landfill's daily permitted capacity, thus a violation of State regulations and an impact to County landfill operation. The projects' EIR/EIS should analyze this potential solid waste impact. The Project should include a condition requiring the development of a comprehensive C&D recycling plan that will increase the re-use and recycling of C&D material and reduce the Project's impact on landfill capacity.

Thank you for the opportunity to review and comment on the Project. If you have any questions, I can be reached at 951-486-3200.

Sincerely,

Ryan Ross  
Principal Planner

PD108514v3

Cc: Aaron Burton, CalTrans (via email)

Riverside County Transportation Commission

October 23, 2012

David Bricker, Deputy District Director  
Environmental Planning  
Department of Transportation  
Division of Environmental Planning  
464 West 4<sup>th</sup> Street, MS 1222  
San Bernardino, CA 92401-1400

Subject: Invitation to Become Participating Agency on Cajalco Road Widening Project

Dear David:

We are in receipt of your correspondence dated October 1, 2012 in which the Department of Transportation (Caltrans) is extending an invitation to our agency, the Riverside County Transportation Commission (RCTC), to participate in the initiation of an environmental impact statement for the proposed Cajalco Road Widening Project in Western Riverside County, California.

Our understanding is that the proposed project would widen Cajalco Road from two to four lanes between Harvil Avenue at the east end and Temescal Canyon Road at the west end, from four to five lanes between Temescal Wash and Temescal Canyon Road, and from four to six lanes between the Interstate 215 (I-215) southbound ramps and Harvill Avenue.

As stated in your letter, the purpose of the proposed project is to: 1) improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy 1.5; 2) improve interregional travel by improving east-west mobility in Riverside County; and 3) improve roadway alignment and intersection design to enhance safety along Cajalco Road. Two build alternatives and a No-Build Alternative are being considered.

RCTC accepts the invitation to be a participating agency on the Cajalco Widening Project.

Should you have any questions or require additional information, please contact me at (951) 787-7141.

Sincerely,



Cathy Bechtel  
Project Development Director  
Riverside County Transportation Commission

Cc: G. Quintero, S. Keel and G. Normura (Bechtel)





*Preserving America's Heritage*

January 11, 2013

David Bricker  
Deputy District Director  
Environmental Planning  
California Department of Transportation  
464 West Fourth Street,  
San Bernardino, CA 92401

Ref: *Invitation to become a Participating Agency on the Cajalco Road Widening Project  
Riverside County, California*

Dear Mr. Bricker:

On October 5, 2012, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking pursuant to Section 6005 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A)). The ACHP accepts your invitation to become a participating agency. We do not at this time anticipate attending meetings or provide formal comments at environmental review milestones. However, we would appreciate your keeping us informed of progress, and we may decide to become more actively involved in the future, as warranted. We are also happy to provide FHWA with technical assistance at any time on matters related to historic preservation and Section 106 of the National Historic Preservation Act.

In addition, the ACHP encourages your agency to coordinate the Section 106 process with the National Environmental Policy Act (NEPA) compliance by notifying, at your earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, your agency will be able to determine the appropriate strategy to ensure Section 106 compliance is completed in a timely manner for this undertaking.

The agency should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If your agency determines through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of a programmatic agreement is necessary, the agency must notify the ACHP and provide the documentation detailed at 36 CFR §800.11(e).

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)

Thank you for inviting our participation in the development of this project. Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Najah Duvall-Gabriel at (202) 606-8585 or via e-mail at [ngabriel@achp.gov](mailto:ngabriel@achp.gov)

Sincerely,

A handwritten signature in blue ink that reads "John T. Eddlin".

Charlene Dwin Vaughn, AICP

Assistant Director

Office of Federal Agency Programs

A handwritten word "for" in blue ink, positioned to the left of the typed name.

#### **H.1.4            Letters of Request for Agency Input – Project Purpose and Need**

On February 26, 2013, agencies confirmed as a participating or/and cooperating agency were sent letters requesting input on the project description and purpose and need for the project. An example letter is included on the following page.



**DEPARTMENT OF TRANSPORTATION**

## DIVISION OF ENVIRONMENTAL PLANNING

464 WEST FOURTH STREET, MS 829

SAN BERNARDINO, CA 92401-1400

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DIRECT (909) 383-2841

FAX (909) 388-7048

TTY 711

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*Flex your power!  
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February 26, 2013

U.S. Army Corps of Engineers, (USACE)

Susan A. Meyer, Senior Project Manager

P.O. Box 532711

Los Angeles, CA 90053-2325

Dear Ms. Meyer:

Re: Participating and Cooperating Agency - Opportunity to Comment on the Project Description and Purpose and Need for the Cajalco Road Widening Project

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) replaces the previous authorization, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under National Environmental Policy Act (NEPA) pursuant to Section 6005 of SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A). Caltrans also assumed all of FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects. For purposes of carrying out the responsibilities assumed, Caltrans is deemed to be acting as the FHWA with respect to the environmental review, consultation, and other action required under those responsibilities.

According to responses received from agencies on the letter of Invitation to Become Participating Agency and Cooperating Agency on the Cajalco Road Widening Project, dated October 1, 2012, your agency is identified as a Participating and Cooperating Agency for the Cajalco Road Widening Project. As a Participating Agency, your meaningful input and collaboration with Caltrans and Riverside County on the Project Description, and on the Purpose and Need, for the Cajalco Road Widening Project, will be taken into consideration. Please review the Purpose and Need, and Project Description, proposed for the Project, as provided below. Your agency's input is requested by March 27, 2013 (30 calendar days from sent date).

**Purpose and Need**

The purpose of the proposed project is to:

- 1) Improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy 1.5;

- 2) Improve interregional travel by improving east-west mobility in Riverside County; and
- 3) Improve roadway alignment and intersection design to enhance safety along Cajalco Road. Two build alternatives and a No-Build Alternative are being considered. The proposed build alternatives are shown in the enclosed figure and described below.

### **Project Description**

The proposed project would widen Cajalco Road from two to four lanes between Harvill Avenue at the east end and Temescal Canyon Road at the west end, from four to five lanes between Temescal Wash and Temescal Canyon Road, and from four to six lanes between the Interstate 215 (I-215) southbound ramps and Harvill Avenue (see enclosed exhibit).

#### Components common to both Build Alternative 1 and Build Alternative 2 include:

- Widening Cajalco Road from four to five lanes between Temescal Wash and Temescal Canyon Road;
- Widening Cajalco Road from four to six lanes between the Interstate 215 southbound ramps and Harvill Avenue (three lanes in each direction; eastbound and westbound);
- Roadway construction terminated at the Interstate 215 southbound ramps at the west end; transition striping extended to the Interstate 215 northbound ramps;
- Roadway construction terminated at Temescal Canyon Road at the east end; transition striping extended to Grand Oaks
- Bike lane added in each direction along Cajalco Road between Temescal Canyon Road and El Sobrante Road;
- Construction of left turn lanes and right turn pockets at selected intersections;
- Transition of existing Cajalco Road near Hollis Lane to a local road, with a cul-de-sac added just west of the Lake Mathews Reserve Office (13225 Cajalco Road);
- Connection added between Dirt Road and Lake Mathews Drive for secondary access to residences in the Hollis Lane/Lynette Lane area;
- Realignment of Cajalco Road west of Lake Mathews Drive and north of Lynette Lane, bypassing the Hollis Lane residential area to the south, and construction of a bridge south of Lake Mathews;
- Medians of various widths and types (some would eliminate left turns from Cajalco Road to some local roadways);
- Additional pavement at key intersections to allow for U-turns to access mid-block properties;
- Retaining walls added where determined to be necessary;
- Installation of water quality treatment facilities where feasible;

- Drainage modifications/improvements as needed, including:
  - Replacement of multiple culverts and a bridge to accommodate the new roadway alignment and road cross-section;
  - Improvements to existing drainage facilities along Cajalco Road where existing roadway segments are retained;
  - Extending local drainage systems to accommodate the wider roadway; and
  - Installation of roadside ditches and inlets where necessary to provide for drainage of the roadway to meet current standards;
- Amending Metropolitan Water District's Multiple Species Habitat Conservation Plan to accommodate proposed improvements.

**Alternative 1 - Widen Existing Cajalco Road with Minor Alignment Changes between I-215 and Temescal Canyon Road**

Components unique to Build Alternative 1:

- Widening Cajalco Road from two to four lanes (two lanes in each direction; eastbound and westbound) along Cajalco Road from Harvill Avenue at east to Temescal Canyon Road at west;
- Diverging from existing Cajalco Road alignment where needed to incorporate improvements to horizontal or vertical roadway alignment;
- Removal of existing Cajalco Road between new cul-de-sac west of the Lake Mathews Reserve Office and west side of new bridge to the northwest;

***Alternative 1 Design Option:***

- Between Lake Mathews Drive and Lynette Lane/Hollis Lane, the alignment would remain generally consistent with existing Cajalco Road and transition slightly north, heading west through the Hollis Lane residential area; and
- Exclusion of cul-de-sac along Cajalco Road and connection between dirt road and Lake Mathews Drive.

**Alternative 2 - Widen Existing Cajalco Road between I-215 and Hollis Lane and between East of Eagle Canyon Road and Temescal Canyon Road; Construct New Segment of Cajalco Road between Hollis Lane and East of Eagle Canyon Road**

Components unique to Build Alternative 2:



- New four-lane roadway (two lanes in each direction; eastbound and westbound) between just west of Lake Mathews Drive and Eagle Canyon Road, through undeveloped land south of existing Cajalco Road;
- Removal of existing Cajalco Road between new cul-de-sac west of the Lake Mathews Reserve Office and newly aligned Cajalco Road to the west;
- New north-south access connection to Cajalco Road via extension of La Sierra Avenue to the south, beyond its current southern terminus, connecting with the new segment of Cajalco Road; the new southern La Sierra Avenue terminus would occur at an intersection with the southernmost segment of Cajalco Road, west of Hollis Lane.

***Alternative 2 Design Option:***

- Between Lake Mathews Drive and through the Hollis Lane residential area, the alignment would remain generally consistent with existing Cajalco Road, and transition south heading west past the Lake Mathews Reserve Office; and
- Exclusion of cul-de-sac along Cajalco Road and connection between dirt road and Lake Mathews Drive.

We look forward to your response to our request for your agency input on the Project Description and Purpose and Need for the Project, and to working with you on this transportation project. Your agency's input is requested by March 27, 2013. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Aaron Burton, Senior Environmental Planner at (909) 383-2841 or Eduardo Castaneda, Associate Environmental Planner at (909) 388-7636.

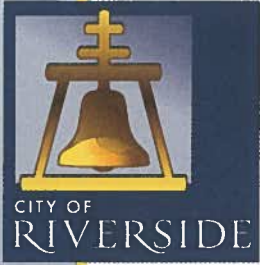
Sincerely,



AARON BURTON  
Senior Environmental Planner  
Environmental Planning

Enclosure:  
Project Alternatives Map  
Project Alternatives Cross-Section

#### **H.1.5      Agency Responses – Project Purpose and Need**



Community Development  
Department  
Planning Division

March 27, 2013

Aaron Burton, Senior Environmental Planner  
California Department of Transportation  
Division of Environmental Planning  
464 West Fourth Street, 6<sup>th</sup> Floor, MS 829  
San Bernardino, CA 92401-1400

**SUBJECT: OPPORTUNITY TO COMMENT ON PROJECT DESCRIPTION AND PURPOSE AND NEED – CAJALCO ROAD WIDENING PROJECT**

Dear Mr. Burton:

Thank you for the opportunity to provide comments on the Project Description and the Purpose and Need for the proposed Cajalco Road Widening Project. As a Participating Agency on this project, the City of Riverside wholeheartedly supports the proposal to widen Cajalco Road between the I-215 Freeway and Temescal Canyon Road in the County of Riverside. The project has a total length of approximately 16 miles and proposes to widen the roadway to four lanes between Harvill Avenue and Temescal Canyon Road, to five lanes between the Temescal Wash and Temescal Canyon Road and to six lanes between the I-215 Freeway and Harvill Avenue, to improve east-west mobility and to provide increased capacity and improved traffic flow and safety.

Although not in an active annexation area, the project area is located within the City's Southern Sphere of Influence and has the potential to benefit the City by alleviating future congestion on City streets, such as Van Buren Boulevard and Alessandro Boulevard, that are typically used as cut-through routes between the I-215 and SR-91 freeways. The Cajalco Road widening project will also be of utmost importance upon the completion of the pending Mid-County Parkway. As such, City staff offers the following comment related to traffic impacts related to the Project Description and Purpose and Need for this project:

- The Purpose and Need description needs further discussion on the need to improve interregional travel by improving east-west mobility in Riverside County. Specifically, a discussion needs to be included on the proposed construction of the Mid County Parkway (MCP) project and the need to widen Cajalco Road prior to the completion of the MCP project, to minimize the anticipated traffic impacts onto the surrounding communities, including the City of Riverside.



City staff appreciates your collaboration on this project and looks forward to continue working alongside Caltrans. Should you have any questions regarding this letter, please feel free to contact Gustavo Gonzalez, Associate Planner, at (951) 826-5277 or [ggonzalez@riversideca.gov](mailto:ggonzalez@riversideca.gov).

Sincerely,



Steve Hayes, AICP  
City Planner

cc: Scott Barber, City Manager  
Deanna Lorson, Assistant City Manager  
Kristi Smith, Supervising Deputy City Attorney  
Al Zelinka, Community Development Director  
Emilio Ramirez, Deputy Community Development Director  
Tom Boyd, Public Works Director/City Engineer  
Steve Libring, Traffic Engineer  
Juan Perez, Director of Transportation, County of Riverside, 4080 Lemon St, Riverside,  
CA 92502-1629

G:\PLANNING SPECIAL PROJECTS\General Plan\Agency Comments\Caltrans\Cajalco\_PSP11-0113\Project Description Comment



March 22, 2013

Mr. Aaron Burton  
Division of Environmental Planning  
State of California  
Department of Transportation  
District 8  
464 W 4<sup>th</sup> St, MS 829  
San Bernardino, CA 92401

Dear Mr. Burton,

The City of San Jacinto was pleased to receive your letter dated 2/26/13 seeking input regarding the project description and purpose and need statement for the Cajalco Road Widening Project. The City of San Jacinto fully supports this project as an important part of improving the region's infrastructure to handle future growth and traffic volumes.

At this time we have no specific comments about either the proposed project description or purpose and need statement, however we ask that the city continue to receive correspondence such as this related to the project. Generally, we ask that Caltrans, the County, and all other involved parties please ensure that the design of this widening project on Cajalco does not include any features that would ultimately preclude or add excessive costs to the extension of the Mid-County Parkway along this corridor from I-215 to I-15.

Sincerely,

Tim Hults  
City Manager



REPLY TO  
ATTENTION OF

## DEPARTMENT OF THE ARMY

LOS ANGELES DISTRICT CORPS OF ENGINEERS  
P.O. BOX 532711  
LOS ANGELES, CALIFORNIA 90053-2325

May 24, 2013

Regulatory Division

Mr. Aaron Burton  
State of California, Department of Transportation  
Division of Environmental Planning  
464 West Fourth Street, MS 829  
San Bernardino, California 92401-1400

Dear Mr. Burton:

Thank you for the opportunity to comment on the proposed Purpose and Need statement developed for the Cajalco Road Widening Project located in Riverside County, California (Corps No. SPL-2012-00100). As a cooperating agency under the National Environmental Policy Act (NEPA) on the preparation of your Environmental Impact Statement (EIS) for the proposed project, the U.S. Army Corps of Engineers (Corps) defers to the California Department of Transportation (Caltrans), as the NEPA lead agency pursuant to 23 U.S.C. 327(a)(2)(A), in establishing the NEPA project purpose. Accordingly, I do not have any substantive or specific comments on the purpose statement to offer at this time.

My general recommendation, however, is the NEPA project Purpose and Need statement portrays the specific mobility and safety deficiencies (present and/or future) and presents a succinct articulation of the transportation need(s) to allow for the formulation of a reasonable range of alternatives to be evaluated in the Draft EIS, including practicable alternatives that would avoid and minimize adverse impacts on the aquatic environment.

As I stated previously in my December 6, 2012 letter to you, should the proposed project result in greater than five acres of permanent impacts to waters of the United States, the Corps would then have a more prominent role vis-à-vis the 2006 *Memorandum of Understanding for the NEPA/404 Integration Process for Federal Aid Surface Transportation Projects in the State of California*. As well, any unavoidable impacts to waters of the United States, including wetlands, that would require our evaluation under a standard individual permit, rather than nationwide permits, would necessitate the Corps' determination of the "overall project purpose" for the evaluation of alternatives under the U.S. Environmental Protection Agency's Section 404(b)(1) Guidelines, among other requirements.

I want to help ensure the environmental review process appropriately considers the requirements of other federal laws and regulations and avoids any unnecessary pitfalls. For this reason, I encourage Caltrans to continue its interagency coordination with our agency as you move forward in the NEPA process. In addition, to facilitate future decision-making, I recommend Caltrans obtain a preliminary or approved jurisdictional determination from our office. In doing so, the JD will establish the scope of Corps geographic jurisdiction to inform



Caltrans of the possible extent of impacts to waters of the United States and help to determine the most appropriate permitting strategy.

Thank you for the opportunity to comment. I look forward to our continued coordination with your office. If you have any questions, please feel free to contact Susan A. Meyer, Senior Project Manager, in our Transportation and Special Projects Branch at (808) 835-4599 or via e-mail at [susan.a.meyer@usace.army.mil](mailto:susan.a.meyer@usace.army.mil).

Sincerely,

A handwritten signature in black ink, reading "Corice J. Farrar". The signature is written in a cursive style with a large, stylized "C" and "F".

Corice J. Farrar  
Chief, Orange & Riverside Counties Section



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Ecological Services  
Palm Springs Fish and Wildlife Office  
777 East Tahquitz Canyon Way, Suite 208  
Palm Springs, California 92262



In Reply Refer To:  
FWS-WRIV-13B0038-13TA0300

JUN 11 2013

Mr. Aaron Burton  
Senior Environmental Planner  
California Department of Transportation  
464 West Fourth Street, MS 829  
San Bernardino, California 92401

Subject: Request for Comment on the Project Description and Purpose and Need for the  
Cajalco Road Widening Project, Riverside County, California

Dear Mr. Burton:

At the request of the California Department of Transportation (Caltrans), we, the U.S. Fish and Wildlife Service (Service) have reviewed the proposed Cajalco Road widening project's (project) description in addition to the Purpose and Need. The project as proposed would widen Cajalco Road from two to four lanes between Harvill Avenue at the east end and Temescal Canyon Road at the west end; from four to five lanes between Temescal Wash and Temescal Canyon Road; and from four to six lanes between the Interstate 215 southbound ramps and Harvill Avenue. The proposed project will provide an improved west-east transportation corridor between Interstates 15 and 215 and is a covered activity under the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP).

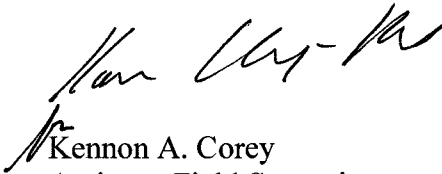
We have participated in pre-project planning and coordination meetings and appreciate the opportunity to comment on the project description and Purpose and Need. In your letter dated February 26, 2013, the Purpose and Need, addresses the MSHCP's General Plan and the need to enhance safety while allowing for growth in Riverside County. The project description provides for two alternatives; Alternative 1, a modification to the existing Cajalco Road right-of-way, and Alternative 2, which diverges from the existing Cajalco Road right-of-way at Lake Matthews Drive creating a new southern alignment through the Estelle Mountain Reserve between Interstate 15 and Lake Matthews Drive.

The Service does not support Alternative 2, the southern alignment. As stated in "Components Unique to Build Alternative 2", this alignment enters into previously undisturbed habitat and would impair the value of Public/Quasi-Public Lands (Estelle Mountain Reserve) and core function associated Stephen's kangaroo rat (SKR) Habitat Conservation Plan area. As a result, of the two alternatives detailed in your letter and discussed in project meetings, Alternative 2 is the least biologically desirable.

We request Caltrans support the inclusion and analysis of a third alternative, an alignment to run north of Lake Matthews. This alignment is also covered by the MSHCP and allows the existing value of the Estelle Mountain Reserve for SKR to remain intact. Beginning at Interstate 215 and running east to west, this third alignment would overlap the existing Cajalco Road right-of-way, branch north at El Sobrante Road around Lake Mathews, curve southbound onto La Sierra Avenue, and return to the Cajalco Road alignment once again. The Service feels this alternate alignment would meet the purpose and need for the proposed project, maintain the function and value of the Estelle Mountain Reserve and be covered under the MSHCP.

We appreciate the opportunity to comment on the proposed project and look forward to future participation in the planning process. If you have any questions regarding this letter or would like to schedule a meeting to discuss our comments, please contact John M. Taylor of this office at 760-322-2070, extension 218.

Sincerely,

A handwritten signature in black ink, appearing to read "Kennon A. Corey". The signature is fluid and cursive, with a large initial "K" and "A".

Kennon A. Corey  
Assistant Field Supervisor





**PECHANGA CULTURAL RESOURCES**  
*Temecula Band of Luiseño Mission Indians*

Post Office, Box 2183 • Temecula, CA 92593  
Telephone (951) 308-9295 • Fax (951) 506-9491

March 27, 2013

**VIA E-MAIL and USPS**

Mr. Aaron Burton  
Senior Environmental Planner  
CA Department of Transportation  
Division of Environmental Planning  
Environmental Studies B  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS829  
San Bernardino, CA 92401-1400

**Re: Pechanga Tribe Comments on the Draft Purpose and Need for the Cajalco Road Widening Project**

Dear Mr. Burton:

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government. The Tribe continues to request to be notified and involved in the entire NEPA, Section 106 and CEQA environmental review processes for the duration of the above referenced project (the "Project" or "Undertaking"). Please also incorporate these comments into the record of approval for this Project.

Although the Tribe has not yet determined whether it will be a participating agency, it appreciates the opportunity to comment on the proposed Purpose and Need for the Project. At this time, because we do not have detailed maps to assist us with the full impacts that are being proposed to cultural resources, we recommend that Caltrans and the Riverside County Transportation Department (RCTD) work with the Tribe to determine which Alternative Design Option will have the least amount of impact. This can be achieved by including the Tribe in archaeological surveys, continuing to consult with the Tribe as the Project progresses and providing documents early in the draft phase so that any preservation or mitigation language may be developed together.

Further, we request that Caltrans and RCTD commit to continue to work with the Tribe as the Project progresses in order to preserve and protect sensitive and important cultural resources located within and adjacent to the proposed APE, including those sites which the County of Riverside has already determined are worthy of preservation in perpetuity. Because this Project is so extensive, it is crucial that cultural resources be analyzed on a regional level;

Chairperson:  
Germaine Arenas

Vice Chairperson:  
Mary Bear Magee

Committee Members:  
Evie Gerber  
Darlene Miranda  
Bridgett Barcello Maxwell  
Aurelia Marruffo  
Richard B. Searce, III

Director:  
Gary DuBois

Coordinator:  
Paul Macarro

Cultural Analyst:  
Anna Hoover

Pechanga Comment Letter to California DOT  
Re: Pechanga Comments on the Cajalco Road Widening Purpose and Need  
March 27, 2013  
Page 2

that is, the archaeological studies must take into account that resources located within the APE or an area of impact may be a small part of a larger complex. Destruction of even a small part of a larger cultural landscape is not only detrimental to the Tribe and archaeological research, it is considered a cumulative impact and must be adequately analyzed in the environmental documents.

The Tribe has participated in this Project for almost a decade and we will continue to work with RCTD and Caltrans to develop appropriate mitigation for the cultural resources that will be impacted during development of this Undertaking. We further request continued sharing of maps and other documents that assists the Tribe with refining their areas of concern.

The Pechanga Tribe looks forward to working together with Caltrans and RCTD in protecting the invaluable Pechanga cultural resources found in the APE and its vicinity. Please contact me at 951-770-8104 once you have had a chance to review these comments if you should have any questions or concerns. Thank you.

Sincerely,



Anna Hoover  
Cultural Analyst

Cc Pechanga Office of the General Counsel  
Brenda Tomaras, Tomaras & Ogas, LLP  
Gary Jones, Caltrans Project Archaeologist  
Mary Zambon, RCTD Environmental Project Manager

#### **H.1.6            Letters of Request for Agency Input – Range of Alternatives**

On March 19, 2015, and April 3, 2015, participating and cooperating agencies were sent letters requesting input on the range of alternatives and methodology. An example letter is included on the following page.



**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-6130  
FAX (916) 653-5776  
TTY 711  
www.dot.ca.gov



*Serious drought.  
Help save water!*

March 12, 2015

Ms. Susan Sturges  
Env. Review Office  
US Environmental Protection Agency  
Region IX  
78 Hawthorne Street  
San Francisco, CA 94105

Dear Ms. Susan Sturges:

Re: Participating and Cooperating Agency - Opportunity to Provide Input on the Range of Alternatives and Methodology for the *Cajalco Road Widening Project*

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) replaces the previous authorization, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under National Environmental Policy Act (NEPA) pursuant to Section 6005 of SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A). Caltrans also assumed all of FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects. For purposes of carrying out the responsibilities assumed, Caltrans is deemed to be acting as the FHWA with respect to the environmental review, consultation, and other action required under those responsibilities.

According to responses received from agencies on the letter of Invitation to Become Participating Agency and Cooperating Agency on the *Cajalco Road Widening Project*, dated *October 1, 2012*, your agency is identified as a Participating and Cooperating Agency for the *Cajalco Road Widening Project*.

NEPA scoping for the proposed project was conducted from September 26 through November 12, 2012. Public scoping meetings were held on October 24 and 25, 2012 and an agency scoping meeting was held on October 24, 2012. The Notice of Intent (NOI) for the project was published in the Federal Register on September 26, 2012. Based on the agency and public input received during the NEPA scoping process additional alternatives have been identified that will be addressed in the Environmental Impact Statement (EIS) that is prepared for the proposed project. This letter is being provided to your agency to present the additional alternatives for the proposed project. The Purpose and Need for the project, along with Alternatives 1 and 2 and the

March 12, 2015

Page 2

No-Build Alternative, remain consistent with those identified in the letter sent to your agency dated February 26, 2013 and included with this letter as a reference.

The two new alternatives, Alternatives 3 and 4 are described below. A map showing the four alternatives is included with this letter.

**Alternative 3 - Widen Existing Cajalco Road between I-215 and Gustin Road, Widen and Improve El Sobrante Road between Gustin Road and La Sierra Avenue, and Realign La Sierra Avenue North of Cajalco Road; Construct New Segment of Roadway between Tin Mine Road and Temescal Canyon Road**

Between the I-215 southbound ramps and Gustin Road, the eastern portion of Alternative 3 would be the same as the alignment and improvements proposed under Alternative 1 and Alternative 2 (see letter to your agency dated February 23, 2012 and attached, which describes these alternatives). Between Gustin Road and Temescal Canyon Road, the western portion of the proposed alignment would deviate from the existing Cajalco Road, generally following El Sobrante Road north of Lake Mathews. Between Gustin Road and El Sobrante Road, a new segment of roadway would be established through undeveloped land north of existing Cajalco Road, realigning Cajalco Road with El Sobrante Road.

East and north of Lake Mathews, El Sobrante Road would be widened along its existing alignment to either four or six lanes (to be determined based on traffic analysis). The El Sobrante Road intersection with La Sierra Avenue would be improved and La Sierra Avenue would be slightly realigned to the west to just west of Tin Mine Road, where a new segment of roadway would be established through undeveloped land north of existing Cajalco Road to Temescal Canyon Road.

**Alternative 4-Widen Existing Cajalco Road between I-215 and Gustin Road, Widen and Improve El Sobrante Road between Gustin Road and La Sierra Avenue, Realign La Sierra Avenue between El Sobrante Road and Cajalco Road, and Widen Existing Cajalco Road with Minor Alignment Changes between La Sierra Avenue and Temescal Canyon Road**

Between the I-215 southbound ramps and Gustin Road, the eastern portion of Alternative 4 would be the same as the alignment and changes proposed under Alternatives 1, 2, and 3. Between Gustin Road and La Sierra Avenue, the mid-portion of the alignment would be the same as the alignment and changes proposed under Alternative 3.

Between La Sierra Avenue and Temescal Canyon Road, the western portion of Alternative 4 would extend south to existing Cajalco Road, and then west along Cajalco Road to Temescal Canyon Road. Between El Sobrante Road and Cajalco Road, La Sierra Avenue would be widened to four or six lanes (to be determined based on traffic analysis) and realigned slightly to the west of the existing La Sierra Avenue alignment. Between the realigned La Sierra Avenue intersection with Cajalco Road and Temescal Canyon Road, the alignment would be the same as the alignment and changes proposed under Alternative 1.

March 12, 2015  
Page 3

We look forward to working with you on this transportation project. If you have any input regarding these additional alternatives your agency's input is requested by April 20, 2015. If you have any questions or would like to discuss in more detail the project or the preparation of the EIS, please contact Aaron Burton, Senior Environmental Planner at (909) 383-2841 or Eduardo Castaneda, Associate Environmental Planner at (909) 388-7636.

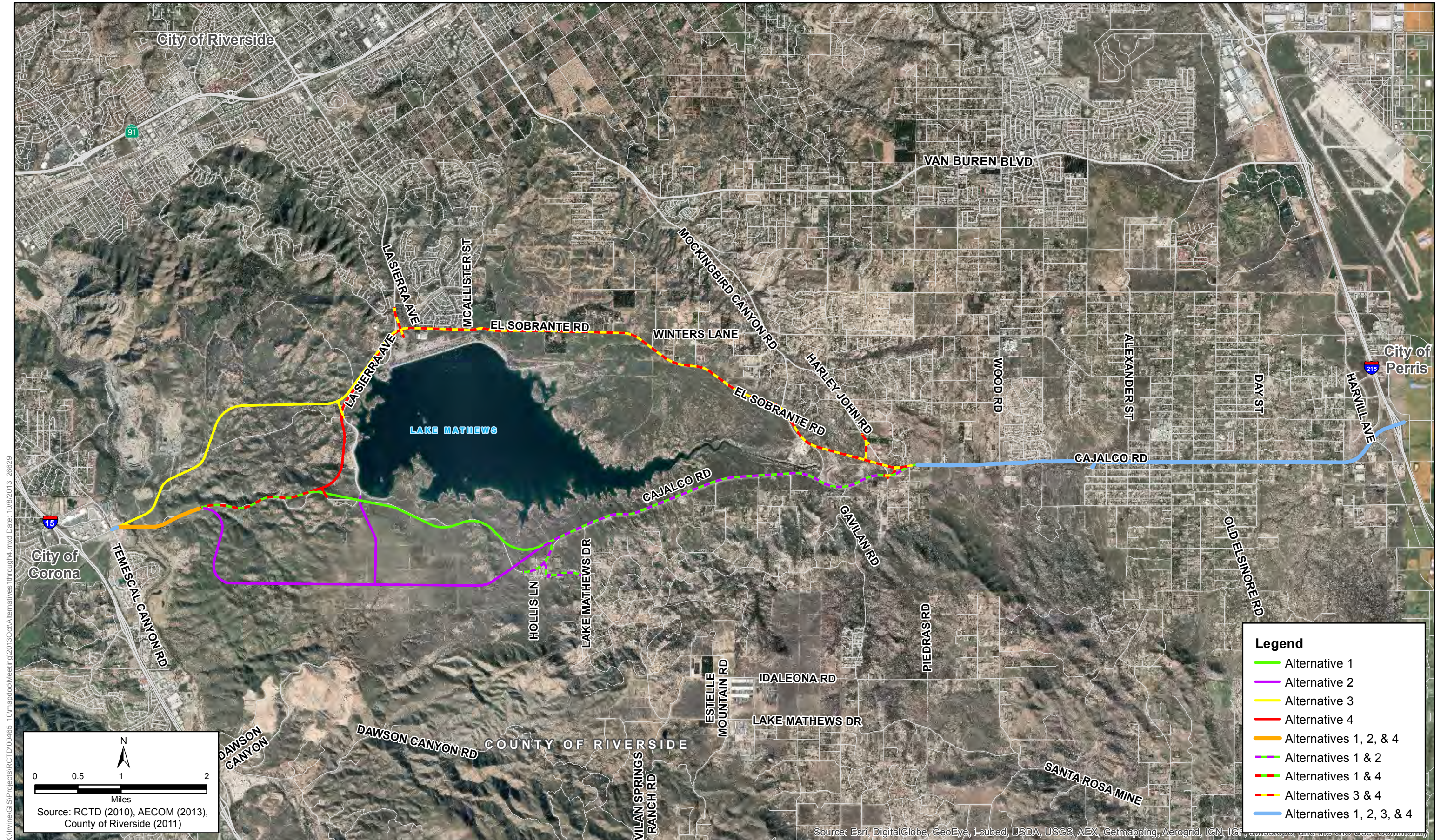
Sincerely,

A handwritten signature in black ink, appearing to read 'Aaron Burton', with a stylized, flowing script.

AARON BURTON  
Senior Environmental Planner  
Environmental Planning

Enclosure:  
February 26, 2013 letter  
Project Alternatives Map





DRAFT - CONCEPTUAL

**Alternatives 1 – 4**  
**Cajalco Road Widening Project**



## **H.1.7      Agency Responses – Range of Alternatives**



THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

*Office of the General Manager*

April 20, 2015

Mr. Aaron Burton  
Senior Environmental Planner  
Department of Transportation  
Office of the Director  
P.O. Box 942873, MS-49  
Sacramento, California 94273-0001

Dear Mr. Burton:

Participating Agency — Opportunity to Provide Input on the Range of Alternatives  
and Methodology for the Cajalco Road Widening Project, letter dated March 12, 2015

The Metropolitan Water District of Southern California (Metropolitan) has reviewed your letter dated March 12, 2015, for the Cajalco Road Widening Project, located in western Riverside County extending from approximately Temescal Canyon Road to Interstate 215 (I-215). Your letter is addressed to Metropolitan as a Participating Agency for the project under the National Environmental Policy Act (NEPA), and provides Metropolitan an opportunity to provide input on the range of alternatives that is proposed to be evaluated in the project Environmental Impact Statement (EIS). Metropolitan understands that your agency, the California Department of Transportation, has assumed all responsibility for preparation of the EIS on behalf of the lead agency, the Federal Highway Administration (FHWA). Metropolitan also understands that the Riverside County Transportation Department (RCTD) is the lead agency for preparation of an Environmental Impact Report (EIR) pursuant to the provisions of the California Environmental Quality Act (CEQA), and that a joint EIR/EIS will be prepared for this project.

#### Background

Metropolitan currently owns and operates several facilities within or in the vicinity of the proposed project area, including Lake Mathews, Cajalco Creek Dam and Detention Basin, Lake Mathews Sediment Basins, Colorado River Aqueduct Val Verde Tunnel, Upper Feeder Pipeline, Lower Feeder Pipeline, Lake Perris Bypass Pipeline, and approved but not yet constructed Central Pool Augmentation pipeline and treatment plant. Metropolitan also maintains ownership of and jointly manages the approximately 5,110-acre Lake Mathews Multiple Species Reserve and mitigation bank, established and managed under the terms of a Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP) and Cooperative Management Agreement (CMA) among Metropolitan, the Riverside County Habitat



Mr. Aaron Burton

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April 20, 2015

Conservation Agency (RCHCA), the California Department of Fish and Wildlife (CDFW), and the U.S. Fish and Wildlife Service; a Conservation Easement recorded by the County of Riverside and held by RCHCA; and an underlying Memorandum of Understanding among Metropolitan, the California Department of Water Resources, and CDFW.

The use of Metropolitan-owned property, or the modification of any agreements pertaining to the use of such property, for the proposed project requires the approval of Metropolitan; thus, Metropolitan is a Responsible Agency for purposes of CEQA and has been actively coordinating with RCTD in discussions of alternatives and the necessary protection of Metropolitan's property, facilities, and agreements in the project area. Copies of previous correspondence are attached for your reference (Attachment A).

#### Alternatives

Your current letter refers to Alternative 1, Alternative 2, and the No Build Alternative as described in detail in your letter to Metropolitan dated February 26, 2013 (attached to your current letter), and describes new Alternative 3 and Alternative 4, which are based on agency and public input received during the NEPA scoping process. The alternatives are summarized below.

- **Alternative 1** — Widen existing Cajalco Road with minor alignment changes between I-215 and Temescal Canyon Road.
- **Alternative 2** — Widen existing Cajalco Road between I-215 and Hollis Lane and between Hollis Lane and east of Eagle Canyon Road and Temescal Canyon Road; construct a new segment of Cajalco Road between Hollis Lane and east of Eagle Canyon Road.
- **Alternative 3** — Widen existing Cajalco Road between I-215 and Gustin Road; widen and improve El Sobrante Road between Gustin Road and La Sierra Avenue, and realign La Sierra Avenue north of Cajalco Road; construct a new segment of roadway between Tin Mine Road and Temescal Canyon Road.
- **Alternative 4** — Widen existing Cajalco Road between I-215 and Gustin Road, widen and improve El Sobrante Road between Gustin Road and La Sierra Avenue, realign La Sierra Avenue between El Sobrante Road and Cajalco Road, and widen existing Cajalco Road with minor alignment changes between La Sierra Avenue and Temescal Canyon Road.

Mr. Aaron Burton

Page 3

April 20, 2015

Metropolitan Comments

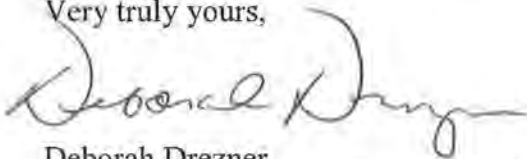
Metropolitan reaffirms its previously stated concerns regarding potential project impacts to Metropolitan's property and facilities, as highlighted in (Attachment A). These concerns apply to all proposed alternatives, as all proposed alternatives currently include alignments over portions of Metropolitan's distribution system and Metropolitan property in the Lake Mathews Multiple Species Reserve.

Metropolitan appreciates that new Alternatives 4 and 5, as shown in the attachments to your letter, appear to provide protection to existing Lake Mathews Drainage Water Quality Management Plan improvements, including the sedimentation basins along the south side of Cajalco Road and the Cajalco Dam and Detention Basin and Cajalco Creek Sedimentation Basin.

Metropolitan expressed interest in a recent meeting with RCTD project representatives (April 7, 2015) that another alternative be considered that could further reduce potential impacts to Metropolitan property in the Lake Mathews Multiple Species Reserve. Metropolitan intends to further pursue the potential feasibility of this alternative with RCTD as part of our ongoing discussions of the proposed project. If determined to be potentially feasible, Metropolitan may request including this alignment as Alternative 5 in the EIR/EIS analysis.

Metropolitan appreciates the opportunity to continue to provide input into both the NEPA and CEQA processes for the proposed project, and we look forward to receiving future environmental documentation and correspondence from you as your planning process continues. If we can be of further assistance, please contact Wendy Picht (951) 926-7173.

Very truly yours,



Deborah Drezner

Acting Team Manager, Environmental Planning Team

WP:rdl

(J:\Environmental Planning Team\Completed Jobs\April 2015\Job No. 20150411EXT)

Attachment A

- Letter dated October 21, 2011 - Notice of Preparation of Environmental Impact Report for Cajalco Road Widening and Safety Enhancement Project
- Letter dated March 15, 2011 - Cajalco Road Widening - Information Request



THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

Office of the General Manager

October 21, 2011

Via Email & Federal Express

Ms. Mary Zambon  
Riverside County Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

Dear Ms. Zambon:

**Notice of Preparation of Environmental Impact Report  
for Cajalco Road Widening and Safety Enhancement Project**

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Preparation (NOP) of Environmental Impact Report (EIR) for the Cajalco Road Widening and Safety Enhancement Project, located primarily within unincorporated Riverside County and generally between Temescal Canyon Road and the 1-215 freeway.

Metropolitan currently owns and operates several facilities within or in the vicinity of the area described in the NOP-EIR, including Lake Mathews, Cajalco Creek Dam and Detention Basin, Lake Mathews Sediment Basins, Colorado River Aqueduct Val Verde Tunnel, Upper Feeder pipeline, Lower Feeder pipeline, and Lake Perris Bypass pipeline and pump-back facilities. In addition, Metropolitan's approved but not-yet constructed Central Pool Augmentation (CPA) pipeline and treatment plant are within or adjacent to the boundaries of the proposed area. Furthermore, Metropolitan maintains ownership of and jointly manages the Lake Mathews Multiple Species Reserve and mitigation bank, established and managed under the terms of a Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP) and Cooperative Management Agreement among Metropolitan, the California Department of Fish and Game (CDFG), the U.S. Fish and Wildlife Service, and Riverside County Habitat Conservation Agency (RCHCA); a Conservation Easement recorded by the County of Riverside and held by the RCHCA; and an underlying MOU among Metropolitan, the California Department of Water Resources and CDFG.

The use of Metropolitan-owned property for the Cajalco Road Widening Project requires the approval of Metropolitan. For that reason, Metropolitan must be included in the EIR as a Responsible Agency for purposes of CEQA.

Metropolitan recognizes that the Cajalco Road Widening Project is a distinctly different project than the Riverside County Transportation Commission's Mid-County Parkway Project; however, many of the same issues that were identified for that project would also apply to the Cajalco



Ms. Mary Zambon

Page 2

October 21, 2011

Road Widening Project. Similar issues of concern to Metropolitan regarding this project pertain to alignment, design, construction and operation of a major transportation facility within or adjacent to Metropolitan's property outside the existing Cajalco Road right-of-way. Metropolitan wishes to reiterate some of those issues, in order that they may be considered early in your planning process. As discussed in our previous comments to Riverside County Transportation Department (RCTD) regarding the Cajalco Road Widening and Safety Enhancement Project (enclosed and dated March 15, 2011), there are several critical issues that must be addressed in the EIR to allow Metropolitan to comply with CEQA in making its decision whether to grant approval for the use of Metropolitan property and potential impacts on Metropolitan facilities. These issues include but are not limited to:

1. Impacts to Lake Mathews MSHCP/NCCP Reserve lands, including direct and indirect impacts to covered species and habitats
2. Consistency of the project with existing Reserve-related agreements for mitigation banking and long-term protection of sensitive, threatened and endangered species
3. Impacts to the Lake Mathews watershed, specifically impacts to the quality of water entering Lake Mathews
4. Inclusion of the requirements stated in the Lake Mathews Drainage Water Quality Management Plan, a joint agreement among Metropolitan, the County of Riverside, and the Riverside County Flood Control and Water Conservation District
5. Security of Metropolitan land and facilities
6. Impacts to Metropolitan operational facilities and rights-of-way

Any proposed use of Metropolitan's Lake Mathews fee property outside the existing Cajalco Road right-of-way to accommodate the proposed road realignment and widening project will need a formal request for the proposed project. This request should be submitted to Mr. Sherman Horn of our Real Property Development and Management Group.

As previously stated, Metropolitan has particular concerns with any project that would adversely impact or encroach upon the Lake Mathews MSHCP/NCCP Reserve lands, as these Reserve lands provide the basis for Metropolitan's compliance with the federal and state Endangered Species Acts. We advise RCTD to review and assess the Cajalco Road Widening Project and legal ramifications associated with modifications to the Lake Mathews MSHCP/NCCP and related agreements to fully understand and consider the importance of maintaining the integrity of the Reserve lands and agreements in compliance with federal and state law. RCTD should note that existing agreements allow only for the addition of species or lands to the MSHCP/NCCP for protection, not for removing or exchanging species or lands. Any changes to the MSHCP/NCCP and related agreements would require the approval of all signatories to those agreements; as such, RCTD would need to address the plausibility of modifying the MSHCP/NCCP given the constraints outlined in the legal documents that established the Reserve and provide for its current and future management. As a signatory agency and trustee agency for wildlife purposes, the California Department of Fish and Game must be included as a

Ms. Mary Zambon

Page 3

October 21, 2011

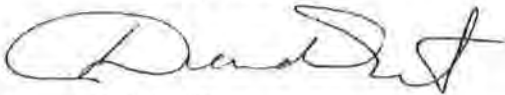
Responsible Agency for CEQA purposes, as well as for ensuring compliance with the California Endangered Species Act.

Metropolitan also has critical engineering issues related to the protection of our existing facilities and to the operation and maintenance of our water distribution system. These facilities are a critical part of Metropolitan's distribution system, which imports water to over 19 million customers in southern California. Metropolitan has particular concerns over the potential impact from the widening of Cajalco Road on the Cajalco Dam and Detention Basin and Lake Mathews Sediment Basins along Cajalco Road. Changes to the existing Cajalco Road elevation or width can impact the operational requirements of the Cajalco Dam and Detention Basin (including water impound capacity and access for sediment removal and general maintenance), which would be unacceptable. Portions of the Cajalco Dam and Detention Basin are under the jurisdiction of the Division of Safety of Dams (DSOD). Modifications required by DSOD may impact the operational requirements of the facility and could be unacceptable. Changes to the drainage system along Cajalco Road could result in flooding on Metropolitan properties, potentially impacting facility operations.

Please be advised that extensive engineering and geotechnical work will need to be undertaken to ensure that the location and operation of the proposed project will not compromise the integrity of Metropolitan's distribution system, and will not restrict or constrain Metropolitan's ability to maintain, operate, replace or add facilities along our right-of-way. Where mitigation of potential impacts to facilities would not be possible, realignment of the project might be required. We request that our facilities and rights-of-way be fully shown and identified as Metropolitan's in the EIR and on your project plans and that prints of the plans and pertinent environmental documentation be submitted for our review and written approval as they pertain to our rights-of-way.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation from you about this important project. If we can be of further assistance, please contact Ms. Wendy Picht at (951) 926-7173.

Very truly yours,



Deirdre West  
Manager, Environmental Planning Team

EPT Job No 2011100507

Enclosures: Letter dated March 15, 2011



THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Office of the General Manager

Your Project No. C0-0551  
MWD Colorado River Aqueduct  
Val Verde Tunnel  
Sta. 10222+00 to 11700+00  
Substr. Job No. 2001-11-001

March 15, 2011

Mr. Stan A. Dery  
Technical Engineering Unit Supervisor  
County of Riverside  
Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

Dear Mr. Dery:

Cajalco Road Widening — Information Request

Thank you for your letter dated January 18, 2011, submitting maps showing the location of your proposed Cajalco Road realignment and widening project located generally between Temescal Canyon Road and the I-215 freeway in Riverside County.

As shown on the enclosed maps, the locations of our 15-foot-3-inch-inside-diameter Colorado River Aqueduct Val Verde Tunnel and accompanying rights-of-way are located within and adjacent to your proposed project areas. We are transmitting a copy of our "Guidelines for Development in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California," and prints of our Drawings B-363-1 through B-363-4, and Right-of-Way Maps Eagle1-02, 140-6 through 140-14, for your information and use.

Metropolitan currently owns and operates several facilities within or in the vicinity of the study area, as shown in your maps, including Lake Mathews, the Cajalco Creek Dam and Detention Basin, the Colorado River Aqueduct Val Verde Tunnel, the Upper Feeder pipeline, the Lower Feeder pipeline, and the Lake Perris Bypass pipeline and pump-back



Mr. Stan A. Dery

Page 2

March 15, 2011

facilities, and Metropolitan's approved but not-yet constructed Central Pool Augmentation (CPA) pipeline and treatment plant. In addition, Metropolitan maintains ownership of and jointly manages the Lake Mathews Multiple Species Reserve and mitigation bank, established and managed under the terms of a Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP) and Cooperative Management Agreement among Metropolitan, the California Department of Fish and Game (CDFG), the U.S. Fish and Wildlife Service, and Riverside County Habitat Conservation Agency (RCHCA); a Conservation Easement recorded by the County of Riverside and held by the RCHCA; and an underlying MOU among Metropolitan, the California Department of Water Resources and CDFG.

Metropolitan recognizes that the Cajalco Road Widening Project is a distinctly different project than the Riverside County Transportation Commission's Mid-County Parkway Project; however, many of the same issues that were identified for that project would also apply to the Cajalco Road Widening Project as well — issues pertaining to alignment, design, construction and operation of a major transportation facility within or adjacent to Metropolitan's property outside the existing Cajalco Road right-of-way. Metropolitan also recognizes that the process of environmental clearance for the Cajalco Road Widening Project has not yet been initiated pursuant to the California Environmental Quality Act (CEQA), and that Metropolitan, as a potentially affected public agency, will have opportunities in the future to provide comments on the project as part of the CEQA process. Nevertheless, we wish to take this opportunity to reiterate some of those issues at this time in order that they might be considered early in your planning process. These are critical issues that must be resolved before Metropolitan will consider granting approval for the crossing of our lands and/or facilities. Metropolitan addressed these issues in detail in letters to the Riverside County Transportation Commission (RCTC) dated August 31, 2007 and April 18, 2007, copies enclosed.

These issues include but are not limited to:

- a. Impacts to Lake Mathews MSHCP/NCCP Reserve lands, including direct and indirect impacts to covered species and habitats;
- b. Consistency of the project with existing Reserve-related agreements for mitigation banking and long-term protection of sensitive, threatened and endangered

Mr. Stan A. Dery  
Page 3  
March 15, 2011

species;

c. Impacts to the Lake Mathews watershed, specifically impacts to the quality of water entering Lake Mathews;

d. Inclusion of the requirements stated in the Lake Mathews Drainage Water Quality Management Plan, a joint agreement among Metropolitan, the County of Riverside, and the Riverside County Flood Control and Water Conservation District;

e. Impacts to Metropolitan operational facilities and rights-of-way; Any proposed use of Metropolitan's Lake Mathews fee property outside the existing Cajalco Road right-of-way to accommodate the proposed road realignment and widening project will need a formal request for the proposed project. Please send this letter to the attention of Sherman Horn of our Real Property Development and Management Group; and

f. Security of Metropolitan land and facilities.

As previously stated, Metropolitan cannot support any project that would adversely impact or encroach upon the Lake Mathews MSHCP/NCCP Reserve lands. The lead agency for the Cajalco Road Widening Project would be advised to review and assess the legal ramifications associated with modifications to the Lake Mathews MSHCP/NCCP and related agreements to fully understand and consider the importance to Metropolitan of maintaining the integrity of the Reserve lands and agreements. The lead agency also should note that existing agreements allow only for the addition of species or lands to Reserve protection, not for removing or exchanging species or lands. Any changes to the MSHCP/NCCP and related agreements would require the approval of all signatories to those agreements; as such, the lead agency would need to address the plausibility of modifying the MSHCP/NCCP given the constraints outlined in the legal documents that established the Reserve and provide for its current and future management.

Metropolitan also has critical engineering issues related to the protection of our existing facilities and to the operation and maintenance of our water distribution system. These facilities are a critical part of Metropolitan's distribution system, which imports water to over 19 million customers in Southern California. Extensive engineering and geotechnical work will need to be undertaken to ensure that the location and operation of the

Mr. Stan A. Dery  
Page 4  
March 15, 2011

proposed project will not compromise the integrity of this distribution system, and will not restrict or constrain Metropolitan's ability to maintain, operate, replace or add facilities along our right-of-way. Where mitigation of potential impacts to facilities would not be possible, realignment of the project might be required.

We request that our facilities and rights-of-way be fully shown and identified as Metropolitan's on your project plans and that prints of the plans and pertinent environmental documentation be submitted for our review and written approval as they pertain to our rights-of-way. We also request that all applicable portions of the enclosed guidelines be incorporated in your plans.

Please add a stipulation to your plans or specifications to notify Daniel Dixon of our Water System Operations Group, telephone (951) 926-5853, at least two working days prior to starting any work in the vicinity of our rights-of-way.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of the first page of this letter. Should you require any additional information, please contact Ken Chung telephone (213) 217-7670.

Very truly yours,

A handwritten signature in black ink, appearing to read "K. Callanan", followed by a horizontal line.

Kieran M. Callanan, P.E.  
Manager, Substructures Team

KC:ly  
DOC 2001-11-001

Enclosures (32)



**From:** [Calvert, Brian](#)  
**To:** "[CSTALEY@rctlma.org](#)"; [Zambon, Mary](#); [Anderson, Keturah](#); [tcampbell@wetlandpermitting.com](#)  
**Subject:** FW: CDFW comments on the Cajalco Road Widening Project  
**Date:** Monday, May 04, 2015 4:20:45 PM  
**Attachments:** [image001.png](#)

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FYI.

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**From:** Moreno-Castaneda, Eduardo@DOT [mailto:[eduardo.castaneda@dot.ca.gov](mailto:eduardo.castaneda@dot.ca.gov)]  
**Sent:** Thursday, April 30, 2015 8:11 PM  
**To:** Calvert, Brian  
**Subject:** FW: CDFW comments on the Cajalco Road Widening Project

Hi Brian,

Please see comments on email below.

Thank you

---

**From:** Pert, Heather@Wildlife  
**Sent:** Wednesday, April 29, 2015 6:53 PM  
**To:** Burton, Aaron P@DOT  
**Cc:** Moreno-Castaneda, Eduardo@DOT  
**Subject:** CDFW comments on the Cajalco Road Widening Project

Mr. Burton:

The Department of Fish and Wildlife (CDFW) received a copy of the "Opportunity to provide Input on the Range of Alternatives and Methodology for the Cajalco Road Widening Project" (project), and offers the following comments pertaining to Alternatives 1 – 4:

1. CDFW recommends selection of the least environmentally damaging alternative.
2. CDFW recommends the improvement of existing paved roads between Temescal Canyon Road and Interstate 215. Improvement of existing paved roads will reduce project costs, and impacts to fish and wildlife resources, compared with the selection of an alternative requiring the construction of roads through currently undeveloped lands.
3. CDFW recommends selection of an alternative that aligns with the existing Cajalco Road.
4. CDFW discourages the selection of Alternative 2, which proposes construction within the Estelle Mountains Reserve.
5. CDFW discourages the selection of Alternative 3, which proposes the construction of a new segment of roadway between Tin Mine Road and Temescal Canyon Road, due to potential impacts to sensitive species within the area (including but not limited to creating a barrier to movement for wildlife species, and increasing road mortality). Alternative 3 also passes through multiple criteria cells within Cell Group B of the Lake Matthews/Woodcrest Area Plan, and would have a greater impact on MSHCP reserve assembly and achievement of conservation targets, compared to an alternative that improved the existing Cajalco Road.
6. CDFW discourages the selection of Alternative 4, which proposes alignment changes

between La Sierra Avenue and Temescal Canyon Road, due to impacts to sensitive species within the area (in particular western pond turtles). As with Alternative 3, Alternative 4 also passes through the middle of criteria cells within Cell Group B of the Lake Matthews/Woodcrest Area Plan, and would also have a greater impact on MSHCP reserve assembly and achievement of conservation targets, compared to an alternative that improved the existing Cajalco Road.

7. CDFW encourages careful consideration of wildlife movement patterns and needs, including mountain lion and deer, in all of the proposed alternatives. During the design of the project there is an opportunity to improve some crossings that may currently be a barrier to some wildlife movement.

CDFW appreciates the opportunity to comment on the current list of alternatives for the Cajalco Road Widening Project and welcomes further opportunity to review and comment on project alternatives and project design. CDFW would also welcome the opportunity to meet with the project team in the early phases of project design to discuss minimizing impacts to fish and wildlife resources within the project alignment.

If you have any questions pertaining to this email, or if you wish to schedule a meeting, please feel free to contact me at your earliest convenience.

Sincerely,

Heather Pert

*Heather A. Pert*, PhD

Inland Desert Region, R6

Senior Environmental Scientist

California Department of Fish & Wildlife

3602 Inland Empire Blvd, Suite C-220

Ontario, Ca 91764

858-395-9692 (mobile and only number)

[Heather.Pert@wildlife.ca.gov](mailto:Heather.Pert@wildlife.ca.gov)

[www.wildlife.ca.gov](http://www.wildlife.ca.gov)





U.S. Fish and Wildlife Service  
Palm Springs Fish and Wildlife Office  
777 East Tahquitz Canyon Way, Suite 208  
Palm Springs, California 92262  
760-322-2070  
FAX 760-322-4648



California Department of Fish and Wildlife  
Inland Deserts Region  
3602 Inland Empire Blvd., Suite C-220  
Ontario, California 91764  
909-484-0167  
FAX 909-481-2945

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In Reply Refer To:  
FWS/CDFW-13B0038-16TA0153

DEC 11 2015

Mr. Aaron Burton  
Senior Environmental Planner  
California Department of Transportation  
464 West Fourth Street, MS 829  
San Bernardino, California 92401

Subject: Request for Comment on Revised Project Alternatives for the Cajalco Road  
Widening Project, Riverside County, California

Dear Mr. Burton:

At the request of the California Department of Transportation (Caltrans), we, the U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Wildlife (Department), hereinafter collectively referred to as the Wildlife Agencies, have reviewed the revised alternatives, received via email November 16, 2015, for the proposed Cajalco Road Widening Project (Project). The Project purpose is to provide an improved west-east transportation corridor between Interstates 15 and 215 and is a covered activity under the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). On June 11, 2013, the Service provided comments on the initial alignment alternatives (FWS-WRIV-13B0038-13TA0300). At that time, the Service did not support Alignment 2, now removed from consideration, and supported the inclusion of a northern alignment.

The figure provided to the Wildlife Agencies via email November 16, 2015, included a northern alignment with two alternatives, identified as West End El Sobrante Alternative 3 and West End El Sobrante Alternative 4, a revised Alternative 1, and a new alignment Alternative 2C. Upon Wildlife Agency request, Google Earth files containing geospatial data of the proposed alignments, were provided via email November 28, 2015. The eastern segment, beginning near the junction Harley John and Cajalco Roads and applicable to all Alternatives, has not changed from the Alignment originally proposed.

Of the four Alternatives identified, the Wildlife Agencies support West End El Sobrante Alternative 4 and Alternative 1 alignments, in that order of preference. Detailed information regarding effects to covered species, riparian/riverine resources, right-of-way issues, wildlife movement, etc., was not provided to the Wildlife Agencies for review with the Alternatives submitted. Therefore, Wildlife Agency staff relied upon a review of digital data to determine that the preferred alignments minimize the amount of ground disturbance and impacts to the MSHCP reserve assembly while meeting the Project's purpose and need. Regarding the West End El Sobrante Alternative 3 alignment, the Wildlife Agencies do not support this alternative as this option traverses an extensive area of undisturbed habitat described for conservation and would hinder implementation of the MSCHP conceptual reserve design. Should the West End El Sobrante Alternative 3 alignment be included for further analysis, we request a detailed

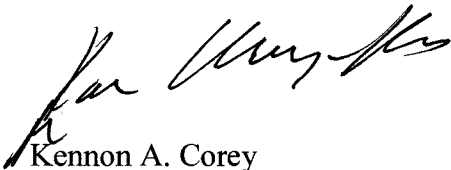


evaluation regarding how this option may induce growth and development pressure in an area that is currently undisturbed.

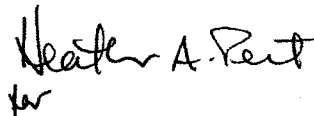
The Wildlife Agencies are strongly opposed to Alternative 2C as it 1) traverses lands currently in conservation, 2) will degrade functional habitat values by inducing further fragmentation, and 3) directly and indirectly affect species and the sensitive resources upon which they depend. Should Alternative 2C be implemented, the Wildlife Agencies recommend the entirety of the existing Cajalco Road facility between La Sierra Avenue and the point of divergence from Alternative 1 be decommissioned, all material removed, and habitat restored to conditions matching adjacent habitat as described in the MSHCP (Section 7.3.2, p. 7-13). Any remaining portions of existing Cajalco Road not needed for local access should also be removed and restored.

We appreciate the opportunity to comment on the proposed Project and look forward to future participation in the planning process. If you have any questions regarding this letter or would like to schedule a meeting to discuss our comments, please contact John M. Taylor of the Service at 760-322-2070, extension 218, or Heather A. Pert of the Department at 858-395-9692.

Sincerely,



Kennon A. Corey  
Assistant Field Supervisor  
U.S. Fish and Wildlife Service



Leslie MacNair  
Regional Manager  
California Dept. of Fish and Wildlife



EDMUND G. BROWN JR.  
GOVERNOR



MATTHEW RODRIGUEZ  
SECRETARY FOR  
ENVIRONMENTAL PROTECTION

## **Santa Ana Regional Water Quality Control Board**

March 29, 2016

Mr. Aaron Burton, Branch Chief  
Environmental Studies "B"  
California Department of Transportation, District 8  
464 West Fourth Street, 6<sup>th</sup> Floor, MS 829  
San Bernardino, CA 92401-1400

### **COORDINATION PLAN FOR CAJALCO ROAD WIDENING PROJECT - CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) AND RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT**

Dear Mr. Burton:

Staff of the Regional Water Quality Control Board, Santa Ana Region (Regional Board) reviewed the Efficient Environmental Review Coordination Plan summary for the Cajalco Road Widening and Safety Enhancement Project (Project), which is located between Interstate 215 in the City of Perris and Temescal Canyon Road in Corona. The Riverside County Transportation Department (RCTD), in coordination with CalTrans, proposes to either widen the existing Cajalco Road route south of Lake Mathews or construct a different route. The RCTD revised their previous Project plans into four alternative routes (Alternatives 1, 2C, 3, and 4) that extend either south or north around Lake Mathews. All Alternatives include widening Cajalco Road Bridge over Temescal Creek. The comments below result from our understanding of the discussion at the November 17, 2015 interagency meeting.

#### **Discussion of Preferred Alternatives 4 and 1**

Board staff prefers Alternatives 4 and 1, and favors Alternative 4 (Alt.4), which generally follows the existing routes of La Sierra Avenue and El Sobrante Road immediately adjacent to the western and northern shores of Lake Mathews (and El Sobrante Hills). Alternative 4 appears to require construction of the least number of crossings over open drainages, including tributaries to Lake Mathews. We generally prefer Project alternatives that would impact the fewest drainages and also protect water quality standards (beneficial uses and water quality objectives)<sup>1</sup>, particularly the wildlife (WILD) beneficial use<sup>2</sup> as it relates to their usage of the drainages. However, we believe a comparison between Alt. 4 and Alt. 1 would be appropriate to

<sup>1</sup> Beneficial uses and water quality objectives, and their definitions, are found in the Water Quality Control Plan for the Santa Ana River Basin (Region 8) (Basin Plan).

<sup>2</sup> The Basin Plan defines Wildlife Habitat (WILD) waters as those that support wildlife habitats that may include, but are not limited to, the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.

establish which alternative will best support and maximize the WILD beneficial use regardless of the number of drainages prominent in this type of project setting.

The Project's existing studies of wildlife movement and road kill, combined with any new necessary data, should be used to compare current animal movement across the existing site of the proposed Alt. 4 route with animal movement across the existing Cajalco Road footprint (the proposed Alt.1 route). This comparison may determine which proposed Alternative footprint currently has the greatest critical wildlife connectivity. "Critical" is defined to mean sensitive animal species and the required linkages (often riparian) respective to those species, as well as the recorded number of animals moving to and from Lake Mathews and other water sources. Then, the Alternative may be selected that either avoids those impacts or will retrofit portions of an entire existing route, if necessary, in order to accommodate critical connectivity.

For example, Alt. 1 as currently proposed will require at least two major undercrossings, including a new bridge south of Lake Mathews. If studies conclude that fewer impacts to wildlife connectivity are likely along the entire length of roadway under Alt.1 versus Alt. 4, then Alt. 1 could be considered the preferred alternative despite having more total drainage crossings. Also, a review of existing studies should help determine the overall mitigation that will be required under any of the alternatives.


#### Discussion of Alternatives 2C and 3

The other proposed Alternatives (2C and 3) are not preferred by Board staff as they would extend into undeveloped areas (not along existing roadways) and potentially create adverse impacts on drainages and wildlife movement. Alt. 2C would construct a new segment of Cajalco Road south of the current footprint and into the Gavilan Plateau, necessitating at least one large animal undercrossing. Alt. 3 would entail construction of an entirely new roadway west of Lake Mathews that would span numerous ravines in the El Sobrante Hills. A Clean Water Act Section 401 Water Quality Standards Certification (401 Certification) is generally required from the Regional Board for projects that entail the discharge of dredge or fill material and would also require compensatory mitigation. Of the four alternatives, due to the level of potential impacts to water quality standards, Alt.3 would require the most complex 401 Certification or Waste Discharge Requirements.

Regardless of the Alternative selected, we request consideration that any future drainage crossings that are constructed be open culverts or bridges with sufficient clearance to accommodate the passage of large wildlife species.

If you have any questions, please contact Glenn Robertson at (951) 782-3259 or [Glenn.Robertson@Waterboards.ca.gov](mailto:Glenn.Robertson@Waterboards.ca.gov), or Wanda Cross at (951) 782-4468 or [Wanda.Cross@Waterboards.ca.gov](mailto:Wanda.Cross@Waterboards.ca.gov)

Sincerely,



Wanda M. Cross, Chief  
Regional Planning Programs Section



cc: Keturah Anderson/ Brian Calvert, Project Consultants, ICFI –  
[keturah.anderson@icfi.com](mailto:keturah.anderson@icfi.com) [brian.calvert@icfi.com](mailto:brian.calvert@icfi.com)  
Jeff Brandt, California Department of Fish and Wildlife, Ontario office –  
[Jeff.Brandt@wildlife.ca.gov](mailto:Jeff.Brandt@wildlife.ca.gov)  
Sally Brown, U.S. Fish and Wildlife Service, Palm Springs office –  
[Sally\\_Brown@fws.gov](mailto:Sally_Brown@fws.gov)

H://GRobertson/Data/CEQA/City of Corona/ DEIR- County of Riverside- RCTD-Cajalco Road Widening, Four Alternatives – Tem Ck and Gavilan Plateau-WMC3.doc



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

May 13, 2015

Mr. Aaron Burton  
Senior Environmental Planner  
State of California, Department of Transportation  
Division of Environmental Planning  
464 West Fourth Street, MS 829  
San Bernardino, California 92401-1400

Dear Mr. Burton:

This letter responds to your March 12, 2015 correspondence requesting input on the range of alternatives to be evaluated in your Environmental Impact Statement (EIS) for the proposed Cajalco Road Widening Project, located in Riverside County, California (refer to Corps File No. SPL-2012-00100-SAM). According to your correspondence, the California Department of Transportation (Caltrans) has assumed the lead Federal agency responsibilities under the National Environmental Policy Act of 1969 (NEPA) pursuant to 23 U.S.C. 327. As a cooperating agency under NEPA on the preparation of your EIS, the U.S. Army Corps of Engineers (Corps) is providing our comments pursuant to section 404 of the Clean Water Act (33 U.S.C. 1344).

On behalf of Caltrans, the Federal Highway Administration published a notice of intent (NOI) to prepare an EIS in the *Federal Register* for the Cajalco Road Widening Project in which three alternatives were identified: Alternative 1 (Widen Existing Cajalco Road with Minor Alignment Changes), Alternative 2 (Widen Existing Cajalco Road between I-215 and Hollis Lane and Construct a New Segment of Cajalco Road) and the No Build/No Action Alternative (77 FR 59244, September 26, 2012). Since then, two additional alternatives have been added for consideration: Alternative 3 and Alternative 4. The latter two alternatives would involve the widening of Cajalco Road between I-215 and Gustin Road and the expansion of the existing El Sobrante Road north of Lake Mathews, respectively. Both alternatives also would include relatively long segments of new road construction through undeveloped natural areas within western Riverside County. These undeveloped areas of the county are known or expected to support sensitive plant and wildlife species, a number of aquatic resources that could be jurisdictional waters of the United States, as well as conservation lands set aside under the Endangered Species Act. For these reasons, we have some concerns with the proposed alignments, particularly in terms of minimizing and avoiding adverse impacts to the aquatic environment.

As a general observation, this transportation project appears to be more expansive than just the "widening" of Cajalco Road. Two of the four build alternatives would involve the widening of El Sobrante Road in addition to Cajalco Road, while all four alternatives would involve segments that entail construction of new highway where one does not exist currently. Therefore, to better understand the breadth and scope of your proposed action and potential alternatives that

could achieve the project purpose, the Corps recommends that Caltrans provide information on the planning horizon year; forecasted travel demand within this planning horizon; specific transportation objective(s) identified in the Riverside County General Plan Circulation Element and/or additional objectives that may be identified in other applicable statewide or metropolitan transportation plans; and any relevant supporting land use, economic development, or growth objectives established in applicable Federal, State, or local plans or in regional traffic modeling studies.

The Corps has not yet been provided a draft Coordination Plan pursuant to 23 U.S.C. § 139(g)(1)(B)(i) to review and comment. As you know, the purpose of such a plan is to convey the overall size and complexity of the project; clarify roles and responsibilities of the participating agencies; establish the overall schedule for and cost of the project; and disclose the sensitivity of the natural and historic resources that could be affected by the project. In addition, the Coordination Plan would be expected to reiterate the purpose and need, logical termini, and include a discussion on the proposed methodologies for assessing environmental impacts associated with each of the proposed build alternatives. Therefore, information contained in a Coordination Plan could be useful in informing decisions on potential alternatives and in identifying planning constraints. To facilitate informed decision-making related to the range of reasonable alternatives, the Corps requests that Caltrans develop and share a draft Coordination Plan with the cooperating and participating agencies before advancing the NEPA process.

Regarding logical termini, the map contained in your March 12, 2015 letter illustrates that all four build alternatives would terminate at the same location along Temescal Canyon Road in the City of Corona. However, the Purpose and Need (P&N) statement presented in the September 2012 NOI and in your February 26, 2013 letter to us requesting feedback on the P&N statement do not identify this specific location or otherwise present a justification for this particular location along Temescal Canyon Road being the only feasible endpoint. As Caltrans knows, logical termini should represent rational end points for the proposed transportation project improvements in light of the project's P&N, and they also should represent rational end points for accomplishing a sufficient review of the direct, indirect, and cumulative environmental impacts. With this in mind, we request that the logical termini be presented and documented to explain the rationale for establishing the western terminus at this specific location along Temescal Canyon Road. As an example, the alignment for Alternative 2 traverses a rather indirect and circuitous route in order to terminate at Temescal Canyon Road. Without clarifying information on the logical termini, travel demand forecast data, system linkage, safety issues, and existing conditions related to topography, residential and commercial development, sensitive environmental resources, and/or engineering constraints, it is difficult to judge why certain sections of the proposed alternatives have been designed to follow such indirect alignments. Furthermore, it is similarly difficult to understand why all build alternatives must terminate at this specific location along Temescal Canyon Road and whether there are other reasonable alternatives that would meet the project purpose but might terminate elsewhere along Temescal Canyon Road or Interstate 15 (I-15) in order to minimize adverse environmental effects.



Construction of new or reconfigured interchanges with Temescal Canyon Road and new or improved connections with other arterials should be described and included as part of the alternatives. These project features are often relevant components of the build alternatives and could have a bearing on direct, indirect (e.g., growth-inducing), and cumulative impacts.

Since a considerable amount of time has elapsed since the Corps provided comments on the P&N statement, it seems ripe to discuss matters related to Caltrans' final NEPA P&N statement, public responses to your September 26, 2012 NOI, and how public input influenced the development of the proposed range of alternatives, especially Alternatives 3 and 4, that were added in response to public comment. Accordingly, we request Caltrans convene a coordination meeting to allow the Federal cooperating and participating agencies an opportunity to understand the substantive responses received during your NEPA scoping process. In particular, we think it would benefit us to hear what factors Caltrans is considering as key/significant environmental resources to be evaluated in your draft EIS, as well as what factors were considered in determining the alignments. Fundamental to the latter is an understanding of the logical termini, forecasted travel demand, system linkage, and safety issues. In addition, we think it would be timely to discuss Caltrans' proposed approach to identifying and considering cumulative actions (past, present, and future) and cumulative impacts.

Lastly, as we previously stated in our December 6, 2012 and May 24, 2013 comment letters, the Corps recommends that Caltrans furnish information on the extent of impacts to potential waters of the United States to help determine whether the 2006 *California NEPA/404 Integration Process Memorandum of Understanding* should be applied to this federally-aided surface transportation project. It would seem appropriate to combine this topic of discussion with the general coordination meeting we suggest above.

Thank you for the opportunity to comment. If you have any questions, contact Susan A. Meyer at (808) 835-4599 or via e-mail at [susan.a.meyer@usace.army.mil](mailto:susan.a.meyer@usace.army.mil). Please help me to evaluate and improve the regulatory experience for others by completing the customer survey form at [http://corpsmapu.usace.army.mil/cm\\_apex/f?p=regulatory\\_survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey).

Sincerely,



Corice J. Farrar  
Chief, Orange & Riverside Counties Section

CC (via email):  
Clifton Meek, U.S. Environmental Protection Agency, Region IX  
Karin Cleary-Rose, U.S. Fish and Wildlife Service  
Mary Zambon, Riverside County Transportation Department  
Heather Pert, California Department of Fish and Wildlife



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

**REGION IX**

**75 Hawthorne Street  
San Francisco, CA 94105-3901**

April 30, 2015

Aaron Burton  
California Department of Transportation  
Environmental Studies "B"  
464 West 4<sup>th</sup> Street, MS 829  
San Bernardino, California 92401-1400

Subject: Range of Alternatives for the Cajalco Road Widening Project

Dear Mr. Burton:

The U.S. Environmental Protection Agency (EPA) has reviewed your letter dated March 12, 2015 that seeks our input on the range of alternatives to be evaluated in the forthcoming Draft Environmental Impact Statement (DEIS) for the Cajalco Road Widening Project in western Riverside County, California. EPA commends Caltrans for including additional alternatives for study in the forthcoming DEIS; however, it is unclear whether enhanced transit access or implementation of a comprehensive Transportation System Management/Transportation Demand Management (TSM/TDM) plan have also been considered among the alternatives. We encourage Caltrans to explore the feasibility of implementing such alternatives simultaneously in the interest of minimizing environmental impacts and accommodating future travel demand.

We find it difficult to provide meaningful and constructive feedback regarding the proposed project alternatives because no supporting documentation regarding project impacts has been provided with the Range of Alternatives. We recommend that Caltrans convene a coordination meeting with cooperating and participating agencies at the earliest opportunity to discuss expectations regarding agency participation and to provide agencies an understanding of the environmental resources that are being evaluated and which have led to the current range of alternatives under consideration. EPA has not seen a Coordination Plan for this project and recommends providing a draft to participating and cooperating agencies for review. The Coordination Plan should include an estimated project schedule and timeline for agency coordination and comments on project milestones.

The project is located in an area that contains a vast network of waterways including Lake Mathews, Cajalco Creek, Temescal Wash, and numerous unnamed tributaries. The western segment of the Cajalco Road Widening Project crosses just south of Lake Mathews, in an area that contains extensive conservation lands and sensitive biological resources, including habitats for the federally-protected Steven's kangaroo rat, least Bell's vireo, burrowing owl, and California coastal gnatcatcher. Preliminary information on impacts to each of these sensitive resources should be provided to participating and cooperating agencies so that a meaningful and informed discussion regarding project alternatives can take place.

### **NEPA and Clean Water Act Section 404 Integration**

As a reminder, and as previously noted in EPA's November 9, 2012 scoping comments and March 27, 2013 comments on the Project Description and Purpose and Need, should the project have greater than 5 acres of permanent impacts to waters of the United States, project coordination should follow the April 2006 *National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding* (NEPA/404 MOU). The NEPA/404 MOU includes specific agreement points to assist in developing the EIS and involves active participation in meetings and document reviews. We encourage Caltrans to contact the NEPA/404 signatory agencies to discuss information about the potential impact to waters of the United States so that the agreement points can be addressed as early as possible in the EIS process.

Thank you for the opportunity to comment. We look forward to working with Caltrans and the other participating and cooperating agencies on this project. If you have questions or would like to discuss these comments, please feel free to contact me at 415-972-3370 or meek.clifton@epa.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Clifton Meek', with a stylized flourish extending to the right.

Clifton Meek  
Environmental Review Section

CC via Email: Susan Meyer, U.S. Army Corps of Engineers  
Karin Cleary-Rose, U.S. Fish and Wildlife Service  
Heather Pert, California Department of Fish and Wildlife  
John Chisholm, Caltrans  
Eduardo Moreno-Castaneda, Caltrans  
Mary Zambon, Riverside County Transportation Department



April 20, 2015

Attn: Mary Zambon, Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501



**Re: Proposed Cajalco Widening Project**

The Soboba Band of Luiseno Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. This project location is in close proximity to known sites, is extremely sensitive for Native American Cultural resources, and is regarded highly significant to the people of Soboba. Working in and around traditional use areas intensifies the possibility of encountering cultural resources during the construction/excavation phase. For this reason the Soboba Band of Luiseno Indians requests that Native American Monitor(s) from the Soboba Band of Luiseno Indians Cultural Resource Department to be present during any ground disturbing proceedings. At this time the Soboba Band of Luiseno Indians is requesting a face-to-face meeting with the RTCD to discuss this project and the impact to cultural resources in more detail. Please contact me at your earliest convenience to schedule a meeting.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe", with a long horizontal line extending to the right.

Joseph Ontiveros, Director of Cultural Resources  
Soboba Band of Luiseno Indians  
P.O. Box 487  
San Jacinto, CA 92581  
Phone (951) 654-5544 ext. 4137  
Cell (951) 663-5279  
[jontiveros@soboba-nsn.gov](mailto:jontiveros@soboba-nsn.gov)

**Cultural Items (Artifacts).** Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer should agree to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. When appropriate and agreed upon in advance, the Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.

The Developer should waive any and all claims to ownership of Native American ceremonial and cultural artifacts that may be found on the Project site. Upon completion of authorized and mandatory archeological analysis, the Developer should return said artifacts to the Soboba Band within a reasonable time period agreed to by the Parties and not to exceed (30) days from the initial recovery of the items.

**Treatment and Disposition of Remains.**

A. The Soboba Band shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and grave goods shall be treated and disposed of with appropriate dignity.

B. The Soboba Band, as MLD, shall complete its inspection within twenty-four (24) hours of receiving notification from either the Developer or the NAHC, as required by California Public Resources Code § 5097.98 (a). The Parties agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes.

C. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The Soboba Band, as the MLD in consultation with the Developer, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains.

D. All parties are aware that the Soboba Band may wish to rebury the human remains and associated ceremonial and cultural items (artifacts) on or near, the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The Developer should accommodate on-site reburial in a location mutually agreed upon by the Parties.

E. The term "human remains" encompasses more than human bones because the Soboba Band's traditions periodically necessitated the ceremonial burning of human remains. Grave goods are those artifacts associated with any human remains. These items, and other funerary remnants and their ashes are to be treated in the same manner as human bone fragments or bones that remain intact.

**Coordination with County Coroner's Office.** The Lead Agencies and the Developer should immediately contact both the Coroner and the Soboba Band in the event that any human remains are discovered during implementation of the Project. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c).

**Non-Disclosure of Location Reburials.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer agrees to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. Where appropriate and agreed upon in advance, Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.



## **H.1.8      Technical Study Reviews– Agency Input and Coordination**

## Cajalco Road Widening Project – Environmental Review & Input

Category	Information/Product	Participation			Coordination / Notes
		RCTD	Caltrans	Other	
<b>Environmental and Engineering Studies</b>	Traffic Study	✓	✓	MWD, EPA, City of Riverside, ACOE, CDFW	<p>Provided to requesting agencies for review 6/29/2017.</p> <p>Comments received from EPA 7/29/2017.</p> <p>Follow-up email sent 9/12/2017 to agencies provided with study.</p> <p>Focused call held with EPA 9/19/2017.</p> <p>Follow-up letter and email sent 3/1/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p> <p>Provided to MWD 3/1/2018 per request received 3/1/2018.</p> <p>Provided to CDFW per request received 3/7/2018.</p> <p>Follow-up letter and email sent 3/26/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p>
	Air Quality Report	✓	✓	EPA	<p>Provided to requesting agencies for review 1/29/2018.</p> <p>Comments received from EPA 3/1/2018.</p>
	Jurisdictional Delineation	✓	✓	MWD, CDFW, RWQCB, EPA, ACOE	<p>Provided to requesting agencies for review 6/29/2017.</p> <p>Provided to ACOE 7/27/2017.</p> <p>Comments received from EPA 7/29/2017.</p> <p>Comments received from RWQCB 8/1/2017.</p> <p>Follow-up email sent 9/12/2017 to agencies provided with study.</p> <p>Focused call held with EPA 9/19/2017.</p> <p>Focused call held with RWQCB 9/20/2017; mitigation information for Dos Lagos area provided by RWQCB.</p> <p>Email received from ACOE 9/20/2017 indicating no comments.</p> <p>Retransmitted to CDFW 10/10/2017.</p> <p>Follow-up letter and email sent 3/1/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p> <p>Provided to MWD 3/1/2018 per request received 3/1/2018.</p> <p>Follow-up letter and email sent 3/26/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p>
	Natural Environment Study	✓	✓	RWQCB, MWD, EPA, RCRCD, USFWS, ACOE, CDFW	<p>Provided to requesting agencies for review 7/24/2018.</p> <p>Focused conference call / meeting held 8/1/2018.</p> <p>Comments due 8/24/2018.</p> <p>Comments received from ACOE 8/16/2018.</p> <p>Comments received from RCRCD 8/20/2018.</p> <p>Follow-up email sent 8/23/2018 to agencies provided with study requesting receipt of comments by 8/24/2018.</p> <p>Response received from EPA 8/24/2018.</p>

Category	Information/Product	Participation			Coordination / Notes
		RCTD	Caltrans	Other	
					<p>Comments received from MWD 8/30/2018.</p> <p>Comments received from USFWS and CDFW 8/31/2018.</p> <p>Focused call held with MWD 9/14/2018.</p> <p>Focused call held with CDFW, EPA and FWS 9/14/2018.</p>
	Noise Study Report	✓	✓	MWD, City of Riverside, CDFW	<p>Provided to requesting agencies for review 11/22/2017</p> <p>Follow-up letter and email sent 3/1/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p> <p>Provided to MWD 3/1/2018 per request received 3/1/2018.</p> <p>Provided to CDFW 3/7/2018 per request received 3/7/2018.</p> <p>Follow-up letter and email sent 3/26/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p> <p>No comments received.</p>
	Historic Property Survey Report	✓	✓	ACOE, Cahuilla Band of Indians Morongo Band of Mission Indians, Pechanga Band of Luisefio Mission Indians, Soboba Band of Luisefio Indians	<p>Provided to Cahuilla Band of Indians, Pechanga Band of Luisefio Mission Indians and Soboba Band of Luisefio Indians 1/5/2018.</p> <p>Provided to Morongo Band of Mission Indians 1/25/2018.</p> <p>Comments received from Pechanga 2/15/2018.</p> <p>Follow-up email sent to Cahuilla 3/1/2018 requesting receipt of comments.</p> <p>Follow-up email sent to Morongo 3/1/2018 requesting receipt of comments.</p> <p>Follow-up email sent to Soboba 4/3/2018 requesting receipt of comments.</p>
	Location Hydraulic Study (Floodplain)	✓	✓	RWQCB, RCRCD, ACOE	<p>Provided to requesting agencies for review 11/22/2017.</p> <p>Follow-up letter and email sent 3/1/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p> <p>Follow-up letter and email sent 3/26/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p> <p>No comments received.</p>
	Water Quality Report	✓	✓	RWQCB, EPA, ACOE	<p>Provided to requesting agencies for review 5/29/2018.</p> <p>Response email received from EPA 6/28/2018 indicating no comments.</p> <p>Comments received from RWQCB 6/29/2018.</p> <p>Focused meetings held with RWQCB 7/30/2018 and 8/28/2018.</p>
	Initial Site Assessment (Hazards/ Hazardous Waste/Materials)	✓	✓	City of Riverside	<p>Provided to requesting agencies for review 6/29/2017.</p> <p>Follow-up letter and email sent 3/1/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p> <p>Follow-up letter and email sent 3/26/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p>



Category	Information/Product	Participation			Coordination / Notes
		RCTD	Caltrans	Other	
					No comments received.
	Draft Relocation Impact Report	✓	✓		No formal requests for review received. Approved by Caltrans 7/23/2018.
	Visual Impact Assessment	✓	✓	MWD	Provided to requesting agencies for review 8/23/2018. Comments due 9/24/2018. Follow-up email sent to 9/21/2018 requesting receipt of comments by 9/24/2018. No comments received.
	Community Impact Assessment	✓	✓	MWD, EPA, City of Riverside	Provided to requesting agencies for review 7/30/2018. Comments due 8/31/2018. Request for review extension received from EPA 8/24/2018; review period extended to 9/7/2018. Comments received from EPA 9/6/2018.
<b>Environmental Impact Report/ Environmental Impact Statement</b>	Review and provide feedback on key Draft EIR/EIS sections	✓	✓	MWD, EPA, City of Riverside, USFWS, ACOE, RWQCB	Following Caltrans review; 30-day agency review.

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**From:** Zambon, Mary <MZAMBON@RIVCO.ORG>  
**Sent:** Thursday, March 01, 2018 1:18 PM  
**To:** Arlee Montalvo  
**Cc:** Staley, Scott; Anderson, Keturah; Calvert, Brian  
**Subject:** Cajalco Widening project - tech study review  
**Attachments:** rcrd request comments.pdf

Hello Arlee,

Attached is a list of the tech studies that have been provided for review to date; if there are comments forthcoming on the Location Hydraulic Study, please provide by April 3, 2018.

We are requesting this to be sure that we can address any concerns in a timely manner.

Thanks for your input on the project.

Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501  
951 955 6759  
mzambon@rivco.org

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**From:** Zambon, Mary <MZAMBON@RIVCO.ORG>  
**Sent:** Thursday, March 01, 2018 12:39 PM  
**To:** kcallanan@mwdh2o.com  
**Cc:** Anderson, Keturah; Staley, Scott; Calvert, Brian  
**Subject:** Cajalco Widening project - tech study review  
**Attachments:** mwd engin request comments.pdf

Hello Kieran,

Attached is a list of the tech studies that were requested for review by MWD; if there are comments forthcoming on these studies, please provide by April 3, 2018.

We are requesting this to be sure that we can address any concerns in a timely manner.

Thanks for your input on the project.

Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501  
951 955 6759  
mzambon@rivco.org

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**From:** Zambon, Mary <MZAMBON@RIVCO.ORG>  
**Sent:** Thursday, March 01, 2018 1:01 PM  
**To:** Heather.Pert  
**Cc:** Staley, Scott; Anderson, Keturah; Calvert, Brian  
**Subject:** Cajalco Widening Project - tech study review  
**Attachments:** cdfw request comments.pdf

Hello Heather,

Attached is a list of the tech studies that have been provided for review to date; if there are comments forthcoming on the Jurisdictional Delineation, please provide by April 3, 2018.

We are requesting this to be sure that we can address any concerns in a timely manner.

Thanks for your input on the project.

Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501  
951 955 6759  
mzambon@rivco.org

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**From:** Zambon, Mary <MZAMBON@RIVCO.ORG>  
**Sent:** Thursday, March 01, 2018 1:13 PM  
**To:** Meek.clifton@epa.gov  
**Cc:** Staley, Scott; Anderson, Keturah; Calvert, Brian  
**Subject:** Cajalco Widening Project - tech study review  
**Attachments:** epa request comments.pdf

Hello Clifton,

Attached is a list of the tech studies that have been provided for review to date; if there are comments forthcoming on the Air Quality Study, please provide by April 3, 2018.

We are requesting this to be sure that we can address any concerns in a timely manner.

Thanks for your input on the project.

Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501  
951 955 6759  
mzambon@rivco.org

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**From:** Zambon, Mary <MZAMBON@RIVCO.ORG>  
**Sent:** Thursday, March 01, 2018 12:56 PM  
**To:** Susan.A.Meyer@usace.army.mil  
**Cc:** Staley, Scott; Calvert, Brian; Anderson, Keturah  
**Subject:** Cajalco Widening Project - tech study reviews  
**Attachments:** acoe request comments.pdf

Hello Susan,

Attached is a list of the tech studies that have been provided for review to date; if there are comments forthcoming on the Traffic Study or Location Hydraulic Study, please provide by April 3, 2018.

We are requesting this to be sure that we can address any concerns in a timely manner.

Thanks for your input on the project.

Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501  
951 955 6759  
mzambon@rivco.org

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**From:** Zambon, Mary <MZAMBON@RIVCO.ORG>  
**Sent:** Thursday, March 01, 2018 1:05 PM  
**To:** ghernandez@riversideca.gov  
**Cc:** Staley, Scott; Calvert, Brian; Anderson, Keturah  
**Subject:** Cajalco Widening Project - tech study reviews  
**Attachments:** city riv request comments.pdf

Hello Gil,

Attached is a list of the tech studies that have been provided for review to date; if there are comments forthcoming on the Traffic Study, Initial Site Assessment or Noise Study Report, please provide by April 3, 2018.

We are requesting this to be sure that we can address any concerns in a timely manner.

Thanks for your input on the project.

Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501  
951 955 6759  
mzambon@rivco.org

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**From:** Zambon, Mary <MZAMBON@RIVCO.ORG>  
**Sent:** Thursday, March 01, 2018 12:52 PM  
**To:** grobertson@waterboards.ca.gov  
**Cc:** Staley, Scott; Calvert, Brian; Anderson, Keturah  
**Subject:** Cajalco Widening Project - tech study review  
**Attachments:** sarwcb request comments.pdf

Hello Glenn,

Attached is a list of the tech studies that have been provided for review to date; if there are comments forthcoming on the Location Hydraulic Study, please provide by April 3, 2018.

We are requesting this to be sure that we can address any concerns in a timely manner.

Thanks for your input on the project.

Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501  
951 955 6759  
mzambon@rivco.org

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**From:** Zambon, Mary <MZAMBON@RIVCO.ORG>  
**Sent:** Thursday, March 01, 2018 12:45 PM  
**To:** SCarlson@mwdh2o.com; ddoesserich@mwdh2o.com  
**Cc:** Staley, Scott; Anderson, Keturah; Calvert, Brian  
**Subject:** Cajalco Widening Project - tech study review  
**Attachments:** mwd environ plan request comments.pdf

Hello Sean and Diane,

Attached is a list of the tech studies that were requested for review by MWD; if there are comments forthcoming on these studies, please provide by April 3, 2018.

We are requesting this to be sure that we can address any concerns in a timely manner.

Thanks for your input on the project.

Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501  
951 955 6759  
mzambon@rivco.org

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Patricia Romo, P.E.  
Director of Transportation

# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mojahed Salama, P.E.  
Deputy for Transportation/Capital Projects  
Richard Lantis, P.L.S.  
Deputy for Transportation/Planning and  
Development

### Transportation Department

## MEMORANDUM

March 2, 2018

Arlee Montalvo  
Senior Plant Restoration Ecologist  
Riverside-Corona Resource Conservation District  
4500 Glenwood Drive, Bldg. A  
Riverside, CA 92501

Re: Participating and Cooperating Agency Environmental Reviews - *Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195])*

Dear Ms. Montalvo:

Per request through the Efficient Environmental Review (23 USC 139) process, the following technical studies for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]) have been provided:

- Location Hydraulic Study, provided November 22, 2017

In consideration of the project schedule and 23 USC 139 (g)(2)(B), Comment Deadlines, the County respectfully requests receipt of all comments or questions regarding the Location Hydraulic Study by April 3, 2018.

If you have any questions or would like to discuss the project and coordination opportunities in more detail, please contact me at [mzambon@rivco.org](mailto:mzambon@rivco.org) or at 951 955 6759 at your convenience.

Sincerely,

A handwritten signature in blue ink that reads 'Mary Zambon'.

Mary Zambon, Senior Transportation Planner



# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.  
Director of Transportation

Mojahed Salama, P.E.  
Deputy for Transportation/Capital Projects  
Richard Lantis, P.L.S.  
Deputy for Transportation/Planning and  
Development

### Transportation Department

## MEMORANDUM

March 2, 2018

Clifton Meek  
U.S. EPA, Region 9  
Environmental Review Section - Transportation Team  
75 Hawthorne Street, ENF 4-2  
San Francisco, CA 94105

Re: Participating and Cooperating Agency Environmental Reviews - *Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195])*

Dear Mr. Meek:

Per request through the Efficient Environmental Review (23 USC 139) process, the following technical studies for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]) have been provided:

- Traffic Operations Analysis Report, provided June 29, 2017; comments from EPA received July 29, 2017; conference call held September 19, 2017.
- Jurisdictional Delineation, provided June 29, 2017; comments from EPA received July 29, 2017; conference call held September 19, 2017.
- Air Quality Study Report, provided January 29, 2018.

In consideration of the project schedule and 23 USC 139 (g)(2)(B), Comment Deadlines, the County respectfully requests receipt of all comments or questions regarding the Air Quality Study Report from your agency by April 3, 2018.

If you have any questions or would like to discuss the project and coordination opportunities in more detail, please contact me at [mzambon@rivco.org](mailto:mzambon@rivco.org) or at 951 955 6759 at your convenience.

Sincerely,

A handwritten signature in blue ink that reads 'Mary Zambon'.

Mary Zambon, Senior Transportation Planner



# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.  
Director of Transportation

Mojahed Salama, P.E.  
Deputy for Transportation/Capital Projects  
Richard Lantis, P.L.S.  
Deputy for Transportation/Planning and  
Development

### Transportation Department

### MEMORANDUM

March 2, 2018

Gilbert Hernandez, P.E., T.E.  
City of Riverside  
City Traffic Engineer  
3900 Main Street  
Riverside, CA 92522

Re: Participating and Cooperating Agency Environmental Reviews - *Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195])*

Dear Mr. Hernandez:

Per request through the Efficient Environmental Review (23 USC 139) process, the following technical studies for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]) have been provided:

- Traffic Operations Analysis Report, provided June 29, 2017
- Initial Site Assessment, provided June 29, 2017
- Noise Study Report, provided November 22, 2017

In consideration of the project schedule and 23 USC 139 (g)(2)(B), Comment Deadlines, the County respectfully requests receipt of all comments or questions regarding the Traffic Operations Analysis Report, Initial Site Assessment and Noise Study Report from your agency by April 3, 2018.

If you have any questions or would like to discuss the project and coordination opportunities in more detail, please contact me at [mzambon@rivco.org](mailto:mzambon@rivco.org) or at 951 955 6759 at your convenience.

Sincerely,

A handwritten signature in blue ink that reads 'Mary Zambon'.

Mary Zambon, Senior Transportation Planner





Patricia Romo, P.E.  
Director of Transportation

# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mojahed Salama, P.E.  
Deputy for Transportation/Capital Projects  
Richard Lantis, P.L.S.  
Deputy for Transportation/Planning and  
Development

### Transportation Department

## MEMORANDUM

March 2, 2018

Heather A. Pert  
Senior Environmental Scientist  
Inland Deserts Region  
California Department of Fish and Wildlife  
3602 Inland Empire Blvd  
Ontario, CA 91764-4918

Re: Participating and Cooperating Agency Environmental Reviews - *Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195])*

Dear Ms. Pert:

Per request through the Efficient Environmental Review (23 USC 139) process, the following technical studies for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]) have been provided:

- Jurisdictional Delineation, provided June 29, 2017; resent October 3, 2017

In consideration of the project schedule and 23 USC 139 (g)(2)(B), Comment Deadlines, the County respectfully requests receipt of all comments or questions regarding the Jurisdictional Delineation from your agency by April 3, 2018.

If you have any questions or would like to discuss the project and coordination opportunities in more detail, please contact me at [mzambon@rivco.org](mailto:mzambon@rivco.org) or at 951 955 6759 at your convenience.

Sincerely,

A handwritten signature in blue ink that reads 'Mary Zambon'.

Mary Zambon, Senior Transportation Planner



Patricia Romo, P.E.  
Director of Transportation

# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mojahed Salama, P.E.  
Deputy for Transportation/Capital Projects  
Richard Lantis, P.L.S.  
Deputy for Transportation/Planning and  
Development

### Transportation Department

## MEMORANDUM

March 2, 2018

Ms. Susan A. Meyer-Gayagas  
Senior Project Manager  
US Army Corps of Engineers  
PO Box 532711  
Los Angeles, CA 90053-2325

Re: Participating and Cooperating Agency Environmental Reviews - *Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195])*

Dear Ms. Meyer-Gayagas:

Per request through the Efficient Environmental Review (23 USC 139) process, the following technical studies for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]) have been provided:

- Traffic Operations Analysis Report, provided June 29, 2017
- Jurisdictional Delineation, provided July 27, 2017; per email received September 20, 2017, U.S. Army Corps of Engineers had no comments regarding this technical study.
- Location Hydraulic Study, provided November 22, 2017

In consideration of the project schedule and 23 USC 139 (g)(2)(B), Comment Deadlines, the County respectfully requests receipt of all comments or questions regarding the Traffic Operations Analysis Report and Location Hydraulic Study from your agency by April 3, 2018.

If you have any questions or would like to discuss the project and coordination opportunities in more detail, please contact me at [mzambon@rivco.org](mailto:mzambon@rivco.org) or at 951 955 6759 at your convenience.

Sincerely,

A handwritten signature in blue ink that reads 'Mary Zambon'.

Mary Zambon, Senior Transportation Planner



# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.  
Director of Transportation

Mojahed Salama, P.E.  
Deputy for Transportation/Capital Projects  
Richard Lantis, P.L.S.  
Deputy for Transportation/Planning and  
Development

### Transportation Department

## MEMORANDUM

March 2, 2018

Glenn S. Robertson  
Engineering Geologist, M.S., PG  
Basin Planning Coastal Waters Section, CEQA Coordinator  
Santa Ana Regional Water Quality Control Board  
3737 Main Street, Suite 500  
Riverside, CA 92501

Re: Participating and Cooperating Agency Environmental Reviews - *Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195])*

Dear Mr. Robertson:

Per request through the Efficient Environmental Review (23 USC 139) process, the following technical studies for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]) have been provided:

- Jurisdictional Delineation, provided June 29, 2017; comments from RWQCB received August 1, 2017; conference call held September 20, 2017.
- Location Hydraulic Study, provided November 22, 2017

In consideration of the project schedule and 23 USC 139 (g)(2)(B), Comment Deadlines, the County respectfully requests receipt of all comments or questions regarding the Location Hydraulic Study from your agency by April 3, 2018.

If you have any questions or would like to discuss the project and coordination opportunities in more detail, please contact me at [mzambon@rivco.org](mailto:mzambon@rivco.org) or at 951 955 6759 at your convenience.

Sincerely,

A handwritten signature in blue ink that reads "Mary Zambon".

Mary Zambon, Senior Transportation Planner





Patricia Romo, P.E.  
Director of Transportation

# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mojahed Salama, P.E.  
Deputy for Transportation/Capital Projects  
Richard Lantis, P.L.S.  
Deputy for Transportation/Planning and  
Development

### Transportation Department

## MEMORANDUM

March 2, 2018

Sean Carlson  
Senior Environmental Specialist  
Environmental Planning  
Metropolitan Water District of Southern California  
P.O. Box 54153  
Los Angeles, CA 90054-0153

Re: Participating and Cooperating Agency Environmental Reviews - *Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195])*

Dear Mr. Carlson:

Per request through the Efficient Environmental Review (23 USC 139) process, the following technical studies for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]) have been provided:

- Jurisdictional Delineation, provided June 29, 2017
- Traffic Operations Analysis Report, provided June 29, 2017
- Noise Study Report, provided November 22, 2017

In consideration of the project schedule and 23 USC 139 (g)(2)(B), Comment Deadlines, the County respectfully requests receipt of all comments or questions regarding the Jurisdictional Delineation, Traffic Operations Analysis Report and Noise Study Report from your agency by April 3, 2018.

If you have any questions or would like to discuss the project and coordination opportunities in more detail, please contact me at [mzambon@rivco.org](mailto:mzambon@rivco.org) or at 951 955 6759 at your convenience.

Sincerely,

A handwritten signature in blue ink that reads "Mary Zambon".

Mary Zambon, Senior Transportation Planner



Patricia Romo, P.E.  
Director of Transportation

# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mojahed Salama, P.E.  
Deputy for Transportation/Capital Projects  
Richard Lantis, P.L.S.  
Deputy for Transportation/Planning and  
Development

### Transportation Department

## MEMORANDUM

March 2, 2018

Kieran M. Callanan  
Manager, Structures Team  
Metropolitan Water District of Southern California  
P.O. Box 54153  
Los Angeles, CA 90054-0153

Re: Participating and Cooperating Agency Environmental Reviews - *Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195])*

Dear Mr. Callanan:

Per request through the Efficient Environmental Review (23 USC 139) process, the following technical studies for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]) have been provided:

- Jurisdictional Delineation, provided June 29, 2017
- Traffic Operations Analysis Report, provided June 29, 2017
- Noise Study Report, provided November 22, 2017

In consideration of the project schedule and 23 USC 139 (g)(2)(B), Comment Deadlines, the County respectfully requests receipt of all comments or questions regarding the Jurisdictional Delineation, Traffic Operations Analysis Report and Noise Study Report from your agency by April 3, 2018.

If you have any questions or would like to discuss the project and coordination opportunities in more detail, please contact me at [mzambon@rivco.org](mailto:mzambon@rivco.org) or at 951 955 6759 at your convenience.

Sincerely,

A handwritten signature in blue ink that reads 'Mary Zambon'.

Mary Zambon, Senior Transportation Planner

**Santa Ana Regional Water Quality Control Board**

July 31, 2017

Mr. Aaron P. Burton  
Environmental Special Project "C"  
California Department of Transportation, District 8  
464 West Fourth Street, 6<sup>th</sup> Floor, MS 760  
San Bernardino, CA 92401-1400

E-mail: [aaron.burton@dot.ca.gov](mailto:aaron.burton@dot.ca.gov)

**JURISDICTIONAL DELINEATION REPORT (JD) OF DRAFT ENVIRONMENTAL  
IMPACT REPORT (DEIR), CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT  
(PROJECT) – CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) AND  
RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT (RCTD) (NO SCH NO.)**

Dear Mr. Burton:

Staff of the Regional Water Quality Control Board, Santa Ana Region (Regional Water Board) has reviewed the JD for the Project and is providing comments as noted in this letter. The JD portion of the DEIR was distributed on June 29, 2017, as one of several technical studies to be provided to regulatory agencies during the "Efficient Environmental Review Process" designated by Project consultants. The Project would reconstruct the existing Cajalco Road from two lanes to four to six lanes, between Interstate 215 (City of Perris) and Temescal Canyon Road (City of Corona). Regional Water Board staff previously commented on the Project during ongoing interagency meetings and document reviews.

JD Chapter 1 (Introduction) reports that three alternative routes remain optional. Alternative 1 would widen the existing route, which crosses the Lake Mathews area immediately south of Lake Mathews. Alternative 2C would curve farther south from Lake Mathews than Alternative 1 and construct a new segment of Cajalco Road between La Sierra Avenue and Lake Mathews Drive. Alternative 4 would create an expanded route around the western and northern shore of Lake Mathews. All three alternatives include expansion of the footprint of the existing bridge over Temescal Wash, along with that new footprint's connection to Temescal Canyon Road.

Both Chapter 1 and Chapter 5 (Jurisdictional Delineation Results) note that the three alternative routes were collectively inventoried and photographed for their various earthen channels, swales, wetlands, concrete v-ditches, concrete trapezoidal channels, and concrete box channels (i.e., wetland and non-wetland waters of the United States [WOTUS], and wetland and non-wetland waters of the State). JD Chapter 5, Appendix A,



provides photo-maps of these numbered features, and Appendix B tabulates them into Table 5-1.

Table 5-1 summarizes the entire study area of the three Alternatives as having a total of 33.10 acres (104,038 linear feet) of unvegetated streambed jurisdictional to California Department of Fish and Wildlife (CDFW). Additional 50.96 acres contain riparian vegetation. U.S. Army Corps of Engineers (USACE) jurisdictional waters comprise of 27.58 acres of non-wetland WOTUS (and overlapping State waters) and 7.13 acres of wetland WOTUS (and overlapping State waters), the combined acreage comprising a total of 102,451 linear feet. Wetland determination data forms (Arid West Region) are included in the JD; however, projected acreages of impacted water bodies are not included, if at all determined.

Regional Water Board staff recommends that the JD incorporate the following comments in order for the Project to best protect water quality standards (water quality objectives, beneficial uses, and antidegradation policy), as defined in the Water Quality Control Plan for the Santa Ana River Basin (i.e., Basin Plan).

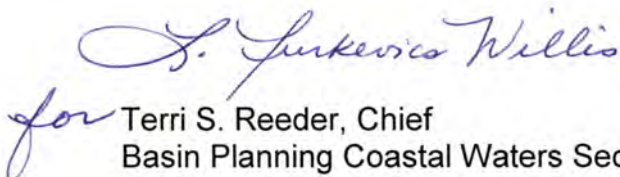
1. The Table 5-1 waterbody features, with their respective types, acreages, and linear feet, should be separated into different tables according to each Alternative, even though waterbody data would be duplicated where the routes overlap. This accounting would greatly assist in the comparison of the type and number of waterbodies with the biological and ecological information (e.g., plant species, wildlife corridor capability) that we understand will be identified in another portion of the review process. Such comparison, ultimately, should assist in the choice of the Alternative and the mitigation selected for that Alternative to be identified in the DEIR and a future application for a Clean Water Act Section 401 Water Quality Standards Certification (Certification).
2. The Appendix A photo-maps of Alternative 4 appear to indicate that the existing El Sobrante Road crosses upstream of the heads of several natural drainages that originate in the plain northeast of Lake Mathews. Furthermore, around the northern and western shores of Lake Mathews, approximately ten or more drainages appear to require elevated or arched crossings by Alternative 4. In contrast, the sloping plains to the south side of Lake Mathews contain more than 25 parallel drainages that would be crossed by Alternatives 1 or 2C (Figure 3, Sheets 3 and 5). Without further biological information, we note that Alternative 4 appears to be the favorable route on the basis of fewer crossings needed. However, Regional Water Board staff will wait on findings revealing any potential critical wildlife movement to and from Lake Mathews and how this might be affected by the decision on Alternatives. Please note that tributaries to Lake Mathews support Wildlife Habitat, Warm Freshwater Habitat, and Rare, Threatened, or Endangered Species, and other beneficial uses. Impacts to wildlife corridors could potentially impact the beneficial uses of waters of the State.
3. East of Lake Mathews, all three Alternatives would widen the existing Cajalco Road. An active mitigation site established for an earlier project that received Certification from the Regional Water Board comprises several reconstructed wetlands located

immediately southwest of the intersection with Wood Road (Wetland Feature 7, Figures 8a and 8b, Sheet 24). The projected widened footprint appears to conflict with the integrity of these existing mitigation wetlands. Therefore, Regional Water Board staff requests a shift of all lanes northerly and away from Wetland Feature 7, with the new intersection with Wood Road reconfigured accordingly.

4. Immediately east of the mitigation site referenced above, the soil median dividing Cajalco Road (Figure 8a, Sheet 25) should be utilized for all projected lanes in order to avoid encroachment on non-wetland WOTUS (Feature 7), whose flows parallel the southern side of Cajalco Road.
5. In southeastern Corona, the existing two-lane Cajalco Road Bridge will be reconstructed to cross Temescal Wash. The widened roadway and bridge should be on pillars or elevated in order to carry traffic well above the Temescal and Bedford Canyon Wash confluence and their coalesced floodplain (Appendix A, Figure 8a, Sheet 1 for USACE-jurisdictional waters; Figure 8b, Sheet 1 for CDFW-jurisdictional waters). Please note that the Riverside-Corona Resource Conservation District (RCRCD) negotiated acquisitions in the confluence area, which could be encroached upon by the widened roadway and bridge. Regional Water Board staff anticipates that any potential Certification for the Project will be required to observe agreements reached by the RCRCD, CalTrans, and the RCTD and that those agreements should be included in the application to the Regional Water Board for Certification.

If you have any questions, please contact Glenn Robertson at (951) 782-3259 or [Glenn.Robertson@waterboards.ca.gov](mailto:Glenn.Robertson@waterboards.ca.gov), or me at (951) 782-4995 or [Terri.Reeder@waterboards.ca.gov](mailto:Terri.Reeder@waterboards.ca.gov).

Sincerely,

  
for Terri S. Reeder, Chief  
Basin Planning Coastal Waters Section

cc: Katurah Anderson/ Brian Calvert, ICF Consultants, Corona –  
[Katurah.anderson@icf.com](mailto:Katurah.anderson@icf.com)  
Mary Zambon, Riverside County Transportation and Land Management Agency –  
[mzambon@rctlma.org](mailto:mzambon@rctlma.org)  
Jeff Brandt, California Department of Fish and Wildlife, Ontario office –  
[Jeff.Brandt@wildlife.ca.gov](mailto:Jeff.Brandt@wildlife.ca.gov)  
Arlee Montalvo, Riverside-Corona Resource Conservation District –  
[Montalvo@rcrcd.com](mailto:Montalvo@rcrcd.com)  
Karin Cleary-Rose, U.S. Fish and Wildlife Service, Palm Springs office –  
[Karin\\_Cleary-Rose@fws.gov](mailto:Karin_Cleary-Rose@fws.gov)  
Clifton Meek, U.S. Environmental Protection Agency, San Francisco –  
[Meek.Clifton@epa.gov](mailto:Meek.Clifton@epa.gov)

---

**From:** meek, clifton <meek.clifton@epa.gov>  
**Sent:** Monday, July 31, 2017 2:52 PM  
**To:** Anderson, Keturah  
**Cc:** aaron.burton@dot.ca.gov; mzambon@rctlma.org; cstaley@rctlma.org; Calvert, Brian; Meyer, Susan A SPL; 'Heather.pert@wildlife.ca.gov'; Karin\_Cleary-Rose@fws.gov; glenn.robertson@waterboards.ca.gov  
**Subject:** Cajalco Road Widening Project - EPA Comments on Jurisdictional Delineation and Traffic Operations Analysis Report  
**Attachments:** Closing the Induced Vehicle Travel Gap.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Keturah-

Thank you for the opportunity to review the Jurisdictional Delineation and Traffic Operations Analysis Report for the Cajalco Road Widening Project. Please see our brief comments below:

#### **Jurisdictional Delineation**

- The National Hydrologic Dataset Map (Figure 4 - Sheet 8, page 65 of PDF) shows a stream branching to the northeast from near the corner of Cajalco Road and Florence Street in Mead Valley. However, this stream is not shown in the Jurisdictional Delineation results on Figure 8a - Sheet 29 (page 116 of PDF). While this stream has clearly been obscured by disking and grading activities in the area, aerial imagery suggests that this stream may still convey flows into Feature 107, and ultimately across Cajalco Road into Feature 7 (Cajalco Creek). I could not find any mention of this feature in the JD report. Please confirm that this feature was looked at in the field and provide information on why it was determined not to be a jurisdictional water.

#### **Traffic Operations Analysis Report**

- It is unclear whether induced demand was considered in the modeling of project alternatives. Induced travel demand has been widely studied and is the subject of a recent Transportation Research Board paper sponsored by Caltrans (attached). Relieving congestion on a roadway or system can induce demand for use of that facility, generating more VMT, and ultimately causing congestion issues similar to pre-project levels. Absent an analysis of induced demand, there is no way to determine at what point in time the project benefits will no longer be realized. We recommend that the Draft EIS include a background discussion and analysis of induced travel demand explaining induced travel demand as it relates to this project, and particularly addressing how induced demand could affect each alternative's ability to meet the project purpose and need. We further recommend that the Draft EIS identify the future time when congestion will return to current levels and/or worsen due to induced travel demand and identify measures to reduce future increases in congestion.



- The 2044 conditions in the Traffic Report assume completion of the CETAP Corridor parallel to Cajalco road between SR-79 and I-15. While the eastern portion of the CETAP corridor between SR 79 and I-215 has been studied (Mid County Parkway), we are not aware of any current or proposed study addressing the western portion of the CETAP corridor between I-215 and I-15. We were under the impression that the Cajalco Road Widening project was being proposed in lieu of the western portion of the CETAP corridor. Can you confirm that there is still an intent to complete the western portion of the CETAP corridor? If so, we recommend that the Draft EIS provide discussion of how the Cajalco Road facility is proposed to interact with the future CETAP corridor, and clearly describe the need for the Cajalco Road Widening Project in light of a future parallel CETAP corridor.

-----  
Clifton Meek, Life Scientist  
U.S. EPA, Region 9  
Environmental Review Section - Transportation Team  
75 Hawthorne Street, ENF 4-2  
San Francisco, CA 94105

phone: 415-972-3370, fax: 415-947-8026  
[meek.clifton@epa.gov](mailto:meek.clifton@epa.gov)

---

**From:** Anderson, Keturah [mailto:Keturah.Anderson@icf.com]  
**Sent:** Thursday, June 29, 2017 7:11 AM  
**To:** ddoesserich@mwdh2o.com; wpicht@mwdh2o.com; jillwicke@hotmail.com; meek, clifton <meek.clifton@epa.gov>  
**Cc:** aaron.burton@dot.ca.gov; mzambon@rctlma.org; cstaley@rctlma.org; brian.calvert@icf.com  
**Subject:** Cajalco Road Widening Project - Technical Study

Per request through the Efficient Environmental Review  
(23 USC 139) process, the following technical study(ies) for the Cajalco Road  
Widening and Safety Enhancement Project (STPL 5956 [195]) are being provided:

Traffic Operations Analysis Report

Jurisdictional Delineation

Kindly submit any  
comments questions regarding this study by July 30.

If additional technical studies have been requested that  
are not included in this transmittal, they are either in progress or undergoing  
lead agency review. Additional studies, if requested, will be provided following  
lead agency review.

If you encounter any issues downloading  
the file(s), please let us know and a CD containing the file will be provided  
via mail.

Many thanks,

**KETURAH ANDERSON** | MANAGER | 951.541.7684 | [keturah.anderson@icf.com](mailto:keturah.anderson@icf.com)

**ICF** 1250  
Corona Pointe Ct, Suite 406, Corona, CA 92879 USA | [icfi.com](http://icfi.com)

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**Files attached to this message**

Filename	Size	Checksum (SHA256)
Cajalco_Traffic Study_11-2016_Agency.pdf	5.76 MB	6c90df806bfd38dfe82ff93b26fef4e09ab78c31ca039d12
Cajalco_JD_Report_20170418_Agency.pdf	257 MB	c7c679b530bde0044ed9088b0697e2fa804c6dab8de51b240

Please click on the following link to download the attachments:  
<https://filetransfer.icfi.com/message/EDJgv29DAhBMkprbBYJYoV>

This email or download link can not be forwarded to anyone else.

The attachments are available until: **Thursday, 6 July.**

Message ID: EDJgv29DAhBMkprbBYJYoV

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LiquidFiles Appliance: <https://filetransfer.icfi.com>



# Closing the Induced Vehicle Travel Gap Between Research and Practice

Ronald T. Milam, Marc Birnbaum, Chris Ganson, Susan Handy, and Jerry Walters

Several studies have rigorously documented the induced travel effect, in which added highway capacity leads to added vehicle travel. Despite the evidence, transportation planning practice does not fully account for this phenomenon, with the result that estimates of the potential congestion-reducing benefits of added highway capacity may be overstated and estimates of potential environmental impacts understated. In 2015, the California Department of Transportation (Caltrans) sponsored a review of applicable induced vehicle travel research that could inform transportation analysis guidance in response to new laws in California such as Senate Bill 743 (S.B. 743), which prohibits the use of vehicle level of service (LOS) and similar measures as the sole basis for determining significant transportation impacts under the California Environmental Quality Act. Instead, vehicle miles traveled was selected to replace LOS under S.B. 743, and along with the new metric there will be a requirement to account for induced travel effects in analysis of roadway capacity expansion projects. The Caltrans review revealed an inconsistent lexicon in academic research and among practitioners, questions about research applicability, limitations in the sensitivity of travel forecasting models, and confusion about the appropriate use of induced vehicle travel elasticities from research. This paper summarizes the Caltrans review and shares the findings to advance understanding of induced vehicle travel effects and suggest steps for additional research.

“If you build it, they will come.” This adaptation of the famous line from the 1989 movie “Field of Dreams” has been invoked in countless contexts. In the transportation context, it summarizes what happens when new highway lanes are built: more cars come. Several studies have documented this phenomenon (*I*), that is, the induced travel effect or, more specifically, the induced vehicle travel effect. However, despite the evidence, transportation planning practice does not fully account for the phenomenon, with the result that estimates of the potential congestion-reducing benefits of added highway capacity may be overstated and estimates of potential environmental impacts understated.

R. T. Milam, Fehr & Peers, 1013 Galleria Boulevard, Suite 255, Roseville, CA 95661. M. Birnbaum, Caltrans, 501 East Mallard Circle, Fresno, CA 93730. C. Ganson, California Governor's Office of Planning and Research, 1400 10th Street, Sacramento, CA 95814. S. Handy, Department of Environmental Science and Policy, College of Agricultural and Environmental Sciences, University of California, Davis, 2130 Wickson Hall, Davis, CA 95616. J. Walters, Fehr & Peers, 100 Pringle Avenue, Suite 600, Walnut Creek, CA 95661. Corresponding author: R. T. Milam, r.milam@fehrandpeers.com.

*Transportation Research Record: Journal of the Transportation Research Board*, No. 2653, 2017, pp. 10–16.  
<http://dx.doi.org/10.3141/2653-02>

In 2015, the California Department of Transportation (Caltrans) sponsored a review of research on the induced travel effect to inform transportation analysis guidance in response to new laws in California, such as Senate Bill 743. This bill prohibited the use of vehicle level of service (LOS) and similar measures as the sole basis for determining significant transportation impacts under the California Environmental Quality Act. Instead, vehicle miles traveled (VMT) was chosen to replace LOS under Senate Bill 743, and a companion to this new metric is a requirement to account for induced travel effects in analysis of projects that expand roadway capacity.

The Caltrans review found an inconsistent lexicon in academic research and among practitioners, questions about research applicability, limitations in the sensitivity of travel forecasting models, and confusion about the appropriate use of induced vehicle travel elasticities from research. This paper summarizes the review and includes definitions and background, a summary of the evidence for the magnitude of the induced travel effect, new research questions, and a discussion of the sensitivity of travel demand forecasting models to the induced travel effect. The paper concludes with a discussion of overall findings, desired research, and project analysis applications.

## DEFINITIONS AND BACKGROUND

What is induced travel and how is it defined? A literature review identified many terms describing induced travel effects. Sorting these terms out will give practitioners a common understanding of the technical definitions. For the purposes of this paper, which focuses on practitioner guidance, the following terms are defined:

- Latent demand is the travel that would occur if the cost were lower (e.g., times were faster), that is, the travel that does not occur because costs are high (e.g., times are slow).
- Induced travel is the additional travel that occurs when the cost is lower (e.g., as a result of a capacity expansion that reduces travel times), that is, the additional travel that is induced by the lower costs that result from capacity expansion.
- Induced vehicle travel is additional vehicle travel that occurs when the cost is lower; this is a subset of all induced travel. For the purposes of this paper, the VMT level is used to measure additional vehicle travel.

Figure 1 shows the influence of roadway capacity expansion on vehicle traffic growth over time for a specific roadway segment.

Without new capacity, traffic growth, especially during peak hours, is constrained. Once capacity is added, traffic growth returns. A portion of the traffic growth is related to latent demand converting to

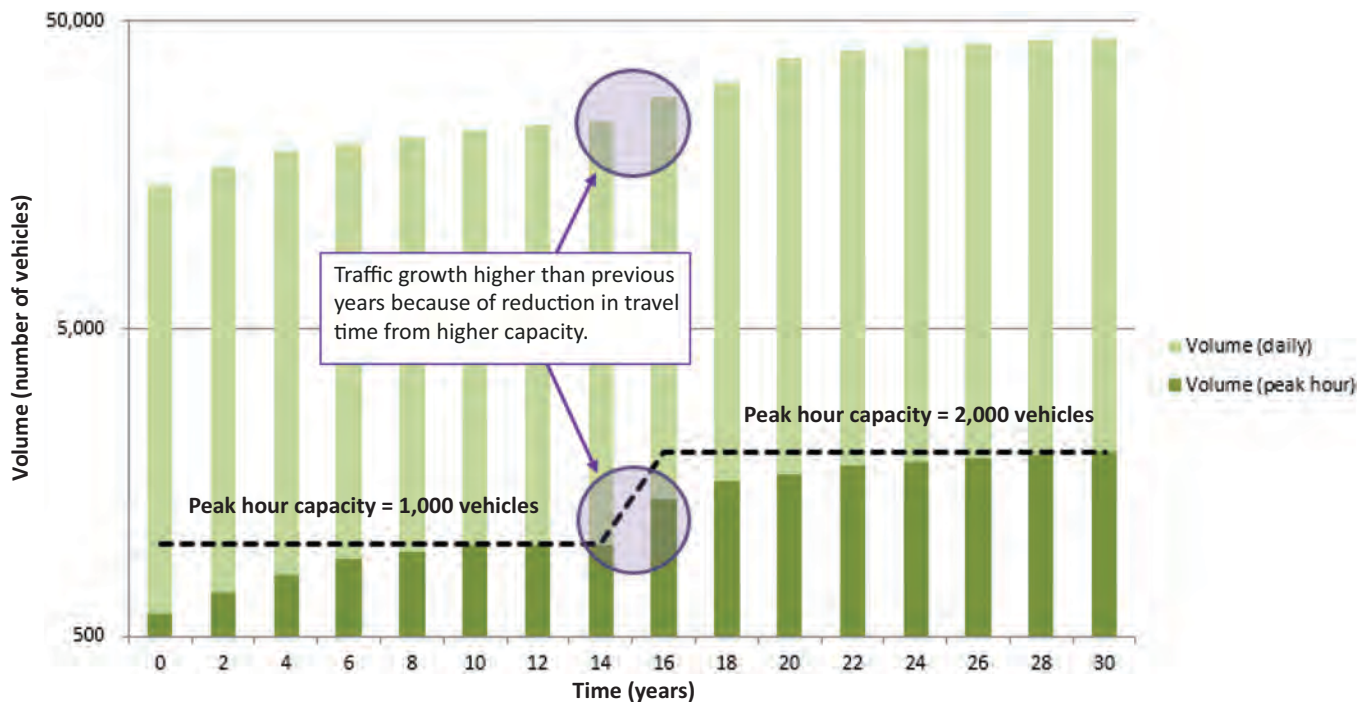


FIGURE 1 Example of induced travel: influence of capacity expansion on vehicle traffic growth.

actual vehicle travel on the network because of travel time improvements associated with the capacity increase. This conversion is the basis of the term “induced.” Over the long term, traffic growth will reflect other factors, such as population and employment growth. Induced vehicle travel can include increased personal and commercial driving as a result of new or modified activities, shifts from non-auto modes to driving, and diversions from other roadways, all of which increase the level of VMT.

The induced travel effect occurs in situations in which traffic volumes are near capacity, so that congestion levels are high and travel times are longer than under free-flow conditions. In this situation, traffic growth is naturally constrained, as the long travel times deter travel and some demand for travel goes unmet—this is the latent demand. If new capacity is added and travel times improve, more

people are likely to travel on this route—they are able to satisfy their latent demand (2). In the long term, traffic growth will reflect population and employment growth, which may be influenced by the added highway capacity.

Induced travel can be explained in terms of supply and demand. An increase in highway capacity represents a shift in the supply curve to the right: for the same volume of traffic, costs are lower (Figure 2). When the supply curve shifts to the right, it intersects the demand curve at a new point, at a higher travel volume than before. This increase is the induced vehicle travel. The greater the increase in supply, the greater the increase in travel volume, all else equal.

For an understanding of how capacity expansion increases the level of VMT, the individual components of how travelers respond to travel time reductions and within what time frames those changes

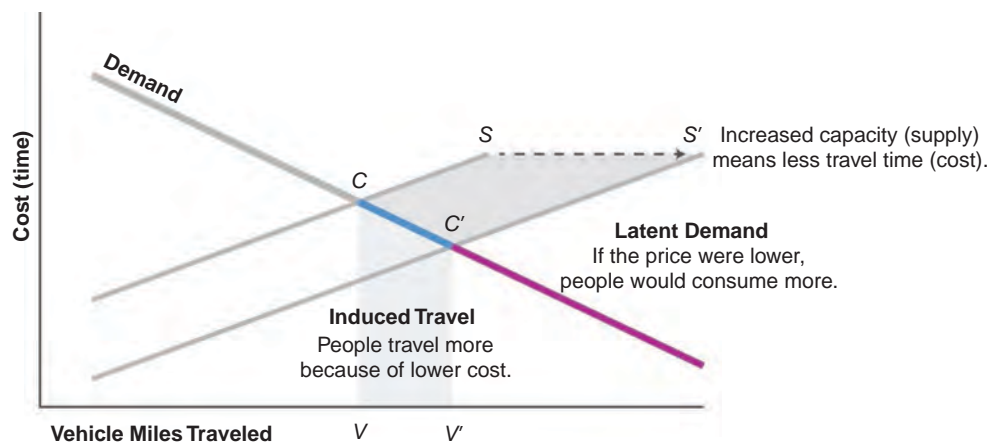


FIGURE 2 Supply and demand relationships for induced travel ( $C$  = initial cost;  $C'$  = new cost;  $S$  = initial supply/capacity;  $S'$  = new supply/capacity;  $V$  = initial VMT;  $V'$  = new VMT).

occur can be broken down. Travel time savings (as well as cost savings and reliability improvement) to a traveler can result in a change of route, change of schedule, change in activities that generate new trips (e.g., including unchaining previous trip tours), change in mode of travel, change to a more distant destination, and change in land development patterns. Of these effects, departure time changes do not represent new trips or new VMT levels but should be considered in transportation analysis because the effect can contribute to higher peak period travel demands. The other factors can affect the amount of VMT generally within the following periods:

- Short-term responses:
  1. New vehicle trips that would otherwise would not be made,
  2. Longer vehicle trips to more distant destinations,
  3. Shifts from other modes to driving, and
  4. Shifts from one driving route to another.
- Longer-term responses:
  5. Changes in land use development patterns (these are often more-dispersed, low-density patterns that are auto dependent) and
  6. Changes in overall growth.

The longer-term responses (Items 5 and 6) are sometimes referred to as induced growth, which leads to induced demand. In addition, Cervero defined induced investment to describe the phenomenon by which the increased vehicle traffic associated with highway investments leads public agencies to invest in projects that expand vehicle capacity (3). This phenomenon leads to a feedback loop that makes it difficult to solve congestion through roadway capacity expansion alone.

Despite the evidence supporting induced vehicle travel as a real and measurable effect, transportation planning practitioners have often challenged the concept and have not recognized the limitations of current travel forecasting models to fully account for these effects. Current travel forecasting models fall short when there is the lack of a feedback mechanism to trip generation and land use allocation. Trip generation models are largely static, and land use or socioeconomic forecasts are a fixed input in most model applications. The feedback mechanism would ideally respond to changes in the accessibility and travel time effects associated with capacity expansion projects to avoid downward biases in VMT forecasts, as discussed further below.

One outcome of the inconsistent consideration of induced travel in analysis of capacity expansion projects is legal challenges by interest groups typically opposed to the project (4). Often at the core of legal challenges are competing views related to induced vehicle travel in evaluation of the merits or impacts of a transportation capacity expansion project. In several cases, the courts have concluded that induced vehicle travel should be accounted for in environmental impact analysis since induced vehicle travel effects can reduce the benefits of capacity expansion and worsen air quality and greenhouse gas emissions.

Accurate assessment of induced vehicle travel requires a thorough understanding of how travel conditions are influenced by capacity constraints in the network. The change in travel times (and thus costs) caused by the project will influence the travel response. Capacity enhancements tend to have greater effects on induced travel under the following conditions:

- Low average speeds, high delays, and long travel times (often extending across parallel facilities);

- Clear evidence of peak spreading to multiple hours;
- Traffic growth that is lower than population and employment growth (when not a result of smart growth actions);
- Atypically high percentage of nondiscretionary trips (i.e., discretionary trips have been discouraged);
- Low fuel and parking prices (making travel time a higher proportion of total cost); and
- Observed trip routing distorted away from congested areas.

Even without these factors, induced vehicle travel effects may occur. For example, constructing a 65-mph freeway parallel to an existing uncongested 45-mph arterial could cause higher VMT levels from route shifts, travel to more distant destinations, or both. The new freeway route could require a longer travel distance, but the higher speed of the facility would offer a faster travel time and greater access to destinations further away.

Depending on the situation, projects for increasing vehicle capacity may differ in the types of travel they induce as well. In extreme cases, where congestion levels are substantial and alternative travel modes unavailable, induced travel may include work or school trips that tend to have less discretion and therefore the highest value to drivers. In others, where base conditions are not extreme or where modal alternatives exist, the travel response may induce lower-value vehicle trips with less economic benefit.

## EVIDENCE FOR THE INDUCED TRAVEL EFFECT

Most research into the induced travel effect focuses on measuring the amount of induced vehicle travel (i.e., changes in VMT levels) with respect to changes in transportation network supply and it is expressed with an elasticity metric. Elasticity is the percentage change in a variable resulting from a percentage change in another variable. For VMT levels with respect to lane-miles, it is defined as the percentage change in total VMT resulting from a percentage change in lane-miles (number of lanes times centerline miles). The evidence has been reviewed in several publications (2, 5, 6).

The published research on induced vehicle travel represents a variety of study conditions, methodologies, and results. Studies vary across a range of factors, including terminology, time frame, geographic location and size, means of measuring variables, quality of data, and the type of statistical model used to determine the association between capacity change and change in VMT levels. Two studies differ in notable ways. Cervero used a path analysis to account for the two-way relationship between travel demand and supply (3). That study translated the addition of lane-miles into changes in travel speeds, which are the key cause of induced vehicle travel. The study also accounted for induced investment that can occur in response to growing travel over time or to anticipated increases in real estate values conferred by improved access to transportation. A limitation of Cervero's research is that it focused on corridors and did not directly measure the full networkwide effects that are often desirable for environmental impact analysis related to air quality and greenhouse gas emissions.

Duranton and Turner measured induced vehicle travel effects for urbanized areas throughout the United States by using a comprehensive data set based on metropolitan statistical areas (MSAs) (1). This study captures networkwide effects and considers induced vehicle travel effects on major urban roads and nonurban Interstates and more carefully distinguishes between induced vehicle travel and sources of traffic growth that may have been independent of the added road supply.



Overall, the elasticity of VMT levels to lane-miles from published research referenced in the review papers ranges from 0.0 to 0.68 for short-term effects and from 0.29 to 1.1 for long-term effects. Duranton and Turner, whose study is the most recent, estimated a long-term elasticity of approximately 1.0 for Interstate highways and major roadways within metropolitan areas (1). Two papers measured the elasticity of VMT levels to travel time as  $-0.3$  to  $-0.5$  for short-term effects and  $-0.4$  to  $-1.0$  for long-term effects (1). After reviewing the available studies, Handy and Boarnet recommended that an elasticity value close to 1.0 is the best estimate for the long-run effect of highway capacity on VMT levels (5). Elasticity values as summarized in Handy and Boarnet are presented in Table 1.

Based on the elasticities for the long-term condition, the congestion-relief effects of added lane-miles diminish over time and can result in higher long-term VMT levels and greater reliance on auto travel. This limited conclusion may not fully consider the two-way relationship between demand and supply. As Cervero notes, “Many induced-demand studies have suffered from methodological problems that, I believe, have distorted their findings” (7, p. 22). Cervero mentions that one of the problems is dealing with causality, and he asks, “Are rising traffic volumes caused by more road capacity? Or, might added road capacity be even more strongly caused by historical growth in traffic?” (7, p. 22). This question, known as simultaneity bias, was addressed by Cervero in his analysis; he concluded, “To the degree that the path model better captures causal relationships than previous studies, many past elasticity estimates could very well be inflated” (3, p. 159).

Other researchers, however, have also controlled for this bias, as explained by Handy and Boarnet (5):

the studies use different approaches to addressing simultaneity bias, the possibility that VMT growth causes capacity expansions at the same time that capacity expansions cause VMT growth. Most common is the use of two-stage least squares regression with instrumental variables (Noland and Cowart 2000; Duranton and Turner 2011). This approach involves “instrumenting” the independent variable of interest (i.e., lane-miles) with an estimator based on exogenous variables that do not directly affect the dependent variable (i.e., VMT). (5, Technical Background Document, p. 5)

Even after accounting for the effect that VMT growth has on the construction of new capacity, research studies still found significant

influence of capacity expansion on VMT levels (5, 8). However, the aggregate nature of the data and research analysis raises other questions about the specific sources of the added VMT. The research studies generally control for the following variables:

- Population growth,
- Changes in income, and
- Other exogenous variables (demographic, auto ownership, etc.).

Most of the research does not explain how much specific sources contribute to added VMT. An exception is the work of Duranton and Turner, who identified the following four potential sources as contributing to the added VMT (1):

- Increase in household driving—11% to 46%,
- Increase in commercial driving—18% to 28%,
- Migration (increase in population)—5% to 15%, and
- Diversion of traffic from other routes—0% to 10%.

This information is needed for understanding the potential underestimation of VMT that may occur in travel forecasting models. To capture all these potential sources, models need feedback processes that allow changes in accessibility and travel time to influence personal and commercial driving as well as long-term land use locations. The forecasting models should be able to isolate VMT levels associated with planned population and employment growth versus the induced VMT levels that may arise from not anticipating the full effect of network changes. As to the magnitude of the values, further investigation is warranted as explained below.

### How Do Increases in Household Driving Contribute to the Increase in VMT Levels from New Capacity Expansion?

According to the national and California household travel surveys, per-household (and per-person) vehicle trip rates have remained relatively constant over time, so the increase largely would be associated with longer trips. Because the Duranton–Turner research used

**TABLE 1 Impact of Capacity Expansion on VMT (5)**

Study	Study Location (study type)	Study Years	Change in VMT/ Change in Lane-Miles	Time Period
Duranton and Turner (1)	United States (MSAs)	1983–2003	1.03	10 years
Cervero (3)	California (freeway corridors)	1980–1994	0.10 0.39	Short term Long term
Cervero and Hansen <sup>a</sup>	California (urban counties)	1976–1997	0.59 0.79	Short term (1 year) Intermediate (5 years)
Noland <sup>b</sup>	United States (states—all roadway types)	1984–1996	0.30 to 0.60 0.70 to 1.00	Short term Long term
Noland and Cowart <sup>c</sup>	United States (metro areas—freeways and arterials)	1982–1996	0.28 0.90	Short term Long term
Hansen and Huang (10)	California (metro areas—state-owned highways)	1973–1990	0.20 0.60 to 0.70 0.90	Short term Long-term counties Long-term metro areas

<sup>a</sup>Cervero, R., and M. Hansen. Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis. *Journal of Transport Economics and Policy*, Vol. 36, No. 3, 2002, pp. 469–490.

<sup>b</sup>Noland, R. B. Relationships Between Highway Capacity and Induced Vehicle Travel. *Transportation Research Part A*, Vol. 35, No. 1, 2001, pp. 47–72.

<sup>c</sup>Noland, R. B., and W. A. Cowart. Analysis of Metropolitan Highway Capacity and the Growth in Vehicle Miles of Travel. *Transportation*, Vol. 27, 2000, pp. 363–390.

data from 1983 to 2003, when VMT per capita was increasing, the finding may be reasonable but is generally applicable under similar circumstances. As shown in Figure 3, trends in VMT per capita in the past few years have included a mix of declines and increases.

If trip length changes are the main contributor to increased VMT levels from roadway capacity expansion, then enhancements or adjustments to travel forecasting model may require more than a feedback process to trip generation and long-term land use patterns. Further investigation of changes in trip length would be needed to inform trip distribution or destination choice models. Current distribution models are often limited by trip length frequency patterns established in the model's calibration year.

### Is Road Supply Expansion Alone Sufficient to Accelerate the Overall Rate of Population and Employment Growth Within an Entire MSA?

Other researchers have suggested that roadway capacity expansion influences the geographic distribution of future population and employment growth within an MSA, but they did not provide evidence that road supply expansion could increase regional population and employment growth. This possibility has implications for forecasting VMT changes at regional scales versus project scales. Duranton and Turner suggested that an increase in MSA population explained between 5% and 15% of the increase in VMT levels from road supply expansion (1). This finding suggests that population and employment growth forecasts used in regional transportation plans should not be fixed. Instead, the forecasts would depend on the amount of roadway capacity expansion. Further, the location of capacity expansion projects would influence both the regional and project-scale allocation of population and employment growth.

### Does the Use of Aggregate Data Based on Lane-Miles Instead of on Travel Time Changes Skew Elasticity Findings?

Although an increase in lane-miles is a supply change, not all lane-mile changes have the same influence on travel times, which is the

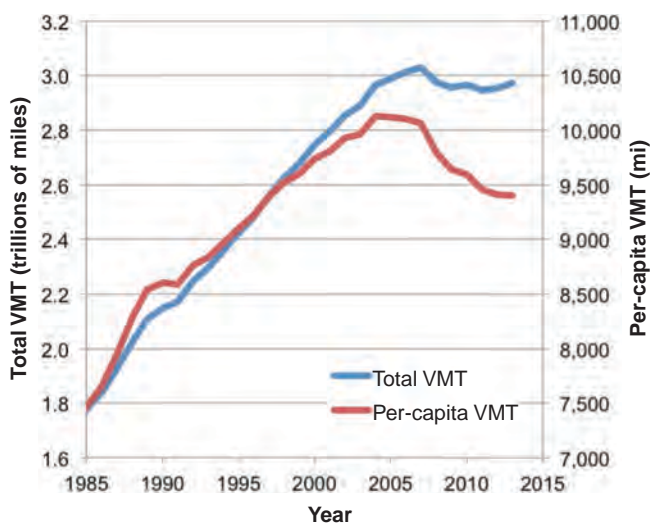


FIGURE 3 VMT trends. (Source: State Smart Transportation Initiative, FHWA, U.S. Census Bureau.)

key variable for influencing traveler response. Thus, do travel forecasting models provide a better estimate of short-term induced travel effects while elasticities found in research provide a better estimate of long-term effects?

The elasticity estimates demonstrate that VMT levels increase with lane-miles such that induced travel effects should be captured in transportation analysis when relevant to the technical questions under investigation. However, how best to account for induced vehicle travel effects does not have a single answer, especially considering recent VMT per capita trends and the myriad disruptive technology, demographic, and social trends. Also, almost all the research studies focused on Interstate or major roadways (i.e., arterials), although some differentiated between roadway widenings versus new roadway construction. Thus, little information is available on how the effects of induced vehicle travel may vary across the following roadway project types:

- High-occupancy vehicle lanes,
- High-occupancy toll lanes,
- Tolled lanes,
- Auxiliary lanes,
- Limited-access highways versus arterials, and
- Transportation systems management strategies:
  - Ramp metering and
  - Variable speed limits.

There is a lack of specific studies associated with these project types, but the induced vehicle travel research findings generally would apply to the extent that these project types reduce travel time. However, managed and tolled facilities may be designed to manage demand and could be used to keep VMT levels constant (or possibly reduce VMT levels), which Cervero points out is the key factor influencing travel changes (3).

### TRAVEL MODEL SENSITIVITY

Schiffer et al. conducted a model sensitivity study in response to the lawsuit over the Legacy Parkway highway project in Salt Lake City, Utah (6). The sensitivity study was required as part of the settlement agreement among the Sierra Club, FHWA, FTA, and the Utah Department of Transportation. The study documented the measured change in VMT levels associated with roadway capacity expansion projects and the ability of travel forecasting models to capture induced vehicle travel effects fully. Today's travel forecasting models are not likely to have sufficient capability to predict induced demand and induced vehicle travel effects. Naess et al. noted that, "Although the phenomenon of induced traffic has been theorized for more than 60 years and is now widely accepted among transport researchers, the traffic-generating effects of road capacity expansion are still often neglected in transport modeling" (9, p. 291).

This deficiency in travel forecasting models is well understood among researchers and modeling experts and has been emphasized in various modeling literature. Litman said, "To predict generated traffic, transport models must incorporate 'feedback,' which reflects the impacts congestion has on travel behavior, and long-term changes in transport and land use patterns" (2, p. 13). He expanded on this statement by referencing other authors and concluded, "Most current traffic models can predict route and mode shifts, and some can predict changes in scheduling and destination, but few adjust trip frequency and most ignore the effects transport decisions have on land use development patterns" (2, p. 13).

The limitations of travel forecasting models to fully account for induced vehicle travel effects is a common argument used when forecast validity is questioned. Schiffer et al. addressed this topic and described what components of induced vehicle travel can be expected to be addressed in four-step travel forecasting models (6). Most urban area travel forecasting models include features to capture induced vehicle travel effects, but sensitivity testing is often necessary to verify the effectiveness of the features.

To assess sensitivity or accuracy of an individual travel forecasting model, testing should start with the following basic checklist of questions:

1. Newly generated trips. Does the model contain a feedback process by which person-trip generation is influenced by travel time estimates informed by network modifications (i.e., does trip generation vary with the level of roadway congestion)?
2. Longer trips. Does the model contain a feedback process by which trip distribution is influenced by changes in travel time? Is this influence limited by trip length patterns estimated for the calibration year?
3. Modal split. Does the model contain a mode choice process by which modal split is influenced by changes in travel time by mode?
4. Route diversions. Does the model contain a trip assignment process by which route choice is influenced by changes in travel time? This effect may not change the amount of overall travel, but it can be important for accurately forecasting location-specific traffic volumes for use in traffic operations analysis.
5. Time-of-day shifts. Does the model contain a temporal process by which departure time is influenced by changes in travel time? This effect is related to travel changes between time periods, not to the amount of overall travel; however, this effect can be important for accurately forecasting peak period traffic volumes for use in traffic operations analysis.
6. Land use development pattern shifts. Does the model contain a process by which long-term land use patterns are influenced by changes in accessibility and travel time?

In addition to sensitivity tests, questions could address travel time reliability, long-term auto ownership and availability rates (e.g., auto availability has expanded substantially with carsharing, micro-rentals, and transportation network companies), and public transit quality. All these factors can influence the induced vehicle travel effects and how travel changes in response to network modifications. Another form of testing is backcasts, for evaluating a model's ability to capture long-term effects on VMT levels. If a travel forecasting model can be shown to predict correctly increasing VMT per capita and total VMT for a period when historical growth in VMT levels exceeded population and employment growth, then the model has demonstrated the ability to predict long-term effects.

The most common limitations in current models (both four-step and activity based) is that feedback processes do not exist for long-term land use changes or trip generation when these models are used for project-level applications. Departure times may be fixed according to the use of preset periods representing a 24-h day. Although this does not adversely affect the total amount of travel for the 24-h day, it can influence the demand within individual periods. Trip distribution, mode choice, and trip assignment components of current practice models generally can capture the induced vehicle travel effects associated with Tests 2, 3, and 4 when feedback loops exist, have sufficient sensitivity, and are properly executed. However, model sensitivity testing must be done to verify that these compo-

nents of the model have been properly specified and calibrated. A model structure may include an appropriate feedback structure, but testing is necessary to verify that the structure has been properly executed in the model environment and that errors have not been introduced in the model coding or data. Verifying that the model responds in the correct direction and magnitude is an important part of this testing. Another important check is the amount of variability or noise exhibited by the model that could distort the traffic and VMT estimates. In a regional context, and for some projects even at a corridor scale, the project impacts on travel could be relatively small, and model insensitivity or oversensitivity could significantly bias the estimate of VMT change relative to the VMT base.

## CONCLUSIONS

Elasticity results demonstrate that the addition of lane-miles (especially in urban congested areas) causes increases in VMT levels that often dampen the ability of capacity expansion projects to relieve congestion and thereby generate higher levels of emissions. Handy and Boarnet supported this conclusion, noting that the quality of the evidence linking highway capacity expansion to VMT increases is relatively high (5). With long-term induced travel elasticity estimates reaching 1.0, a common conclusion, as stated by Duranton and Turner, is that "the extension [expansion] of most major roads is met with a proportional increase in traffic" (1). Their findings distinguished among the various sources of the traffic increase and indicated that the largest contributor to increases in VMT levels was more personal and commercial driving. Other contributors included route shifts and higher levels of population growth.

Research by Hansen and Huang (10) that used California-specific data reached similar conclusions about the overall long-term elasticities, although Cervero (3) revealed a lower long-term elasticity of about 0.80, of which only 0.39 was attributable to increased driving and growth with use of a methodology that also explained some of the two-way relationships between induced travel and induced growth and investment (10). According to Cervero, the path analysis approach, which was based on a long-term data set covering 14 years, revealed the following:

The path analysis showed that for every 100 percent increase in capacity there'd be an eighty percent increase in travel, reflecting increased travel speeds and land use shifts along improved corridors. However, only around half the increases in speed and growth in building permits was due to the added capacity. Factors like employment and income growth accounted for the other half. Accordingly, the traffic gains that one can attribute to the added capacity is actually around half of eighty percent, or forty percent. (7, p. 26)

Other important findings in the research are as follows:

1. The induced vehicle travel effect size depends on the size of the geographic area and the size of the network change. The influence of an individual project is relative to its proportion of the larger network.
2. The induced vehicle travel effect size is influenced by other costs associated with driving, such as parking and fuel prices. When fuel prices are lower, the induced travel effects of expanded capacity tend to be higher as travel time becomes a greater share of travel costs in this situation (5, 8).
3. The induced vehicle travel effect is influenced by the starting level of congestion.



Beyond these conclusions, additional research is needed to evaluate further the following topics:

- Replicating the Duranton–Turner research at the metropolitan planning organization or county level (1),
- Isolating the specific contributing sources of added VMT (including determining whether new vehicle trips are related to creation of a trip that did not previously occur or the unchaining of a trip),
- Evaluating the effects of induced vehicle travel according to speed or travel time changes instead of lane-miles,
- Evaluating the effects of induced vehicle travel across facility and project types, and
- Evaluating the effects of induced vehicle travel under various levels of congestion and VMT per capita trends.

Although such research would be desirable, the research findings to date provide sufficient evidence that induced vehicle travel effects occur, are measurable, and should be accounted for in transportation analysis when relevant to the technical questions under investigation. Given the strength of the research findings, the next challenge is to connect the research to transportation planning practice and modeling so that effects of highway capacity on VMT levels are accurately captured.

## PROJECT ANALYSIS APPLICATIONS

Beyond the research, how to address induced demand and induced vehicle travel in project analysis remains a significant question. Data and modeling limitations must be recognized and accounted for in the analytical process to avoid underestimates of induced travel effects. If a travel forecasting model is found to have limitations related to one or more of the induced vehicle travel components above, corrective actions can compensate for the limitation. Depending on project circumstances, this may be a qualitative or quantitative response. Project circumstances include the type of project, analysis purpose (alternatives analysis, design, or environmental impact analysis), resources, schedule, and controversy. When making a decision about the appropriate method, analysts should be aware of the expectations established in technical guidelines and environmental case law. In general, almost all the effects of induced vehicle travel can be accounted for with advanced travel forecasting models that account for the feedback effects of travel time (or travel cost) savings on travel behavior and long-term land use allocation. Failure to account for the feedback effects will result in underestimation of induced vehicle travel effects. Nevertheless, it is not always possible, feasible, or desirable to apply advanced models fully and appropriately for every transportation analysis.

At a minimum, induced vehicle travel effects should be acknowledged and discussed for capacity expansion projects that will reduce travel times. Acknowledgment should disclose any limitations related to the forecasting that may have not been sensitive to induced vehicle travel effects and how those effects could influence the analysis results. This effort could include a qualitative discussion or even simple elasticity-based estimates of VMT levels derived from the project's lane-mile changes. Disclosures should refer to the research findings on the subject presented above or to the most

recent and relevant research available. This recommendation applies to regional and project scale analysis.

Quantification of induced vehicle travel effects becomes particularly important when capacity constraints are severe. The process for quantification will depend on the available travel forecasting models and their sensitivity to induced vehicle travel effects. A first level of quantification would calculate the model-produced elasticity of VMT levels to lane-miles under short-term and long-term conditions. For example, the short-term evaluation could compare the net change in VMT levels divided by the net change in lane-miles between the no-build and build scenarios with the research elasticity estimates of short-term responses such as those produced by Cervero (3). If the model fails to capture the full change expected in VMT levels, the VMT forecasts could be adjusted according to the elasticity differences. For long-term conditions, the elasticity values from research studies could be used as a benchmark for comparison. The research analysis controls for variables such as population growth, while travel demand models use population growth as a key variable in forecasting VMT levels. Hence, the travel demand model forecast of VMT levels should be higher than an estimate derived from long-term elasticity values found in the research.

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**JURISDICTIONAL DELINEATION REPORT (JD) OF DRAFT ENVIRONMENTAL  
IMPACT REPORT (DEIR), CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT  
(PROJECT) – CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) AND  
RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT (RCTD) (NO SCH NO.)**

Dear Mr. Burton:

Staff of the Regional Water Quality Control Board, Santa Ana Region (Regional Water Board) has reviewed the JD for the Project and is providing comments as noted in this letter. The JD portion of the DEIR was distributed on June 29, 2017, as one of several technical studies to be provided to regulatory agencies during the "Efficient Environmental Review Process" designated by Project consultants. The Project would reconstruct the existing Cajalco Road from two lanes to four to six lanes, between Interstate 215 (City of Perris) and Temescal Canyon Road (City of Corona). Regional Water Board staff previously commented on the Project during ongoing interagency meetings and document reviews.

JD Chapter 1 (Introduction) reports that three alternative routes remain optional. Alternative 1 would widen the existing route, which crosses the Lake Mathews area immediately south of Lake Mathews. Alternative 2C would curve farther south from Lake Mathews than Alternative 1 and construct a new segment of Cajalco Road between La Sierra Avenue and Lake Mathews Drive. Alternative 4 would create an expanded route around the western and northern shore of Lake Mathews. All three alternatives include expansion of the footprint of the existing bridge over Temescal Wash, along with that new footprint's connection to Temescal Canyon Road.

Both Chapter 1 and Chapter 5 (Jurisdictional Delineation Results) note that the three alternative routes were collectively inventoried and photographed for their various earthen channels, swales, wetlands, concrete v-ditches, concrete trapezoidal channels, and concrete box channels (i.e., wetland and non-wetland waters of the United States [WOTUS], and wetland and non-wetland waters of the State). JD Chapter 5, Appendix A,

provides photo-maps of these numbered features, and Appendix B tabulates them into Table 5-1.

Table 5-1 summarizes the entire study area of the three Alternatives as having a total of 33.10 acres (104,038 linear feet) of unvegetated streambed jurisdictional to California Department of Fish and Wildlife (CDFW). Additional 50.96 acres contain riparian vegetation. U.S. Army Corps of Engineers (USACE) jurisdictional waters comprise of 27.58 acres of non-wetland WOTUS (and overlapping State waters) and 7.13 acres of wetland WOTUS (and overlapping State waters), the combined acreage comprising a total of 102,451 linear feet. Wetland determination data forms (Arid West Region) are included in the JD; however, projected acreages of impacted water bodies are not included, if at all determined.

Regional Water Board staff recommends that the JD incorporate the following comments in order for the Project to best protect water quality standards (water quality objectives, beneficial uses, and antidegradation policy), as defined in the Water Quality Control Plan for the Santa Ana River Basin (i.e., Basin Plan).

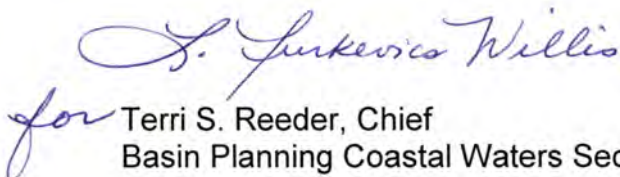
1. The Table 5-1 waterbody features, with their respective types, acreages, and linear feet, should be separated into different tables according to each Alternative, even though waterbody data would be duplicated where the routes overlap. This accounting would greatly assist in the comparison of the type and number of waterbodies with the biological and ecological information (e.g., plant species, wildlife corridor capability) that we understand will be identified in another portion of the review process. Such comparison, ultimately, should assist in the choice of the Alternative and the mitigation selected for that Alternative to be identified in the DEIR and a future application for a Clean Water Act Section 401 Water Quality Standards Certification (Certification).
2. The Appendix A photo-maps of Alternative 4 appear to indicate that the existing El Sobrante Road crosses upstream of the heads of several natural drainages that originate in the plain northeast of Lake Mathews. Furthermore, around the northern and western shores of Lake Mathews, approximately ten or more drainages appear to require elevated or arched crossings by Alternative 4. In contrast, the sloping plains to the south side of Lake Mathews contain more than 25 parallel drainages that would be crossed by Alternatives 1 or 2C (Figure 3, Sheets 3 and 5). Without further biological information, we note that Alternative 4 appears to be the favorable route on the basis of fewer crossings needed. However, Regional Water Board staff will wait on findings revealing any potential critical wildlife movement to and from Lake Mathews and how this might be affected by the decision on Alternatives. Please note that tributaries to Lake Mathews support Wildlife Habitat, Warm Freshwater Habitat, and Rare, Threatened, or Endangered Species, and other beneficial uses. Impacts to wildlife corridors could potentially impact the beneficial uses of waters of the State.
3. East of Lake Mathews, all three Alternatives would widen the existing Cajalco Road. An active mitigation site established for an earlier project that received Certification from the Regional Water Board comprises several reconstructed wetlands located

immediately southwest of the intersection with Wood Road (Wetland Feature 7, Figures 8a and 8b, Sheet 24). The projected widened footprint appears to conflict with the integrity of these existing mitigation wetlands. Therefore, Regional Water Board staff requests a shift of all lanes northerly and away from Wetland Feature 7, with the new intersection with Wood Road reconfigured accordingly.

4. Immediately east of the mitigation site referenced above, the soil median dividing Cajalco Road (Figure 8a, Sheet 25) should be utilized for all projected lanes in order to avoid encroachment on non-wetland WOTUS (Feature 7), whose flows parallel the southern side of Cajalco Road.
5. In southeastern Corona, the existing two-lane Cajalco Road Bridge will be reconstructed to cross Temescal Wash. The widened roadway and bridge should be on pillars or elevated in order to carry traffic well above the Temescal and Bedford Canyon Wash confluence and their coalesced floodplain (Appendix A, Figure 8a, Sheet 1 for USACE-jurisdictional waters; Figure 8b, Sheet 1 for CDFW-jurisdictional waters). Please note that the Riverside-Corona Resource Conservation District (RCRCD) negotiated acquisitions in the confluence area, which could be encroached upon by the widened roadway and bridge. Regional Water Board staff anticipates that any potential Certification for the Project will be required to observe agreements reached by the RCRCD, CalTrans, and the RCTD and that those agreements should be included in the application to the Regional Water Board for Certification.

If you have any questions, please contact Glenn Robertson at (951) 782-3259 or [Glenn.Robertson@waterboards.ca.gov](mailto:Glenn.Robertson@waterboards.ca.gov), or me at (951) 782-4995 or [Terri.Reeder@waterboards.ca.gov](mailto:Terri.Reeder@waterboards.ca.gov).

Sincerely,

  
for Terri S. Reeder, Chief  
Basin Planning Coastal Waters Section

cc: Katurah Anderson/ Brian Calvert, ICF Consultants, Corona –  
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**From:** Gayagas, Susan A CIV (US) <Susan.A.Meyer@usace.army.mil>  
**Sent:** Thursday, February 01, 2018 11:00 AM  
**To:** Anderson, Keturah  
**Cc:** Calvert, Brian; mzambon@rivco.org; Robertson, Glenn@Waterboards;  
'Heather.pert@wildlife.ca.gov'; meek, clifton; Burton, Aaron P@DOT  
**Subject:** RE: Cajalco Road Widening Project (STPL 5956 [195]) - Build Alternative Maps

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Keturah,

Clifton's request for a more detailed breakdown of impacts to potential waters of the U.S. and the identification of the types of waters/aquatic features that would be potentially affected by each alternative under consideration is important. The USACE supports EPA's suggestion and recommends this information be developed, if not already available, and shared with the resource agencies.

Also, as follow-on to my question in our coordination meeting this morning about the status of the "Permitting Dashboard", the Corps requests that Caltrans engage and perhaps lead a separate discussion with those agencies with permitting responsibilities to ensure we are moving forward with a common understanding of the NEPA and permitting (ESA, 106, 404, 401, etc.) milestones, including whether Caltrans intends to issue a combined Final EIS and Record of Decision. Aaron Burton, Caltrans, is identified as the POC for the lead Agency on the dashboard and the target completion date for the EIS is showing as 2/28/2021. For those not familiar with the dashboard, it is an online tool for Federal agencies, project developers, and interested members of the public to track the Federal government's environmental review and authorization processes for large or complex infrastructure projects, part of a government-wide effort to improve coordination, transparency, and accountability. A major function of this Dashboard is to track infrastructure projects designated as Covered Projects under Title 41 of the Fixing America's Surface Transportation Act (FAST-41). The Dashboard also provides information on certain projects subject to Titles I, IX, and XI of the FAST Act (DOT projects), as well as other infrastructure projects (see the Projects link for project-specific information). The "Cajalco Road from Temescal Canyon Road to I-215" is a DOT project, not a FAST-41 project. Anyhow, while I don't think the need for a conversation about the dashboard schedules is urgent, I do believe such a discussion would be time well spent at some point.

<https://www.permits.performance.gov/permitting-projects/cajalco-road-temescal-canyon-road-i-215>

Respectfully,  
Susan

Susan A. Meyer Gayagas  
Biologist, Senior Project Manager  
Regulatory Division, Transportation & Special Projects Branch (CESPL-RGT) Los Angeles District, U.S. Army Corps of Engineers  
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<http://www.spl.usace.army.mil/Missions/Regulatory.aspx>

\*Please note that Fridays are my AWS day off. Should you email me on Friday, I'll respond to your message as soon as possible the following Monday.

Assist us in better serving you! You are invited to complete our customer survey, located at the following link:  
[http://corpsmapu.usace.army.mil/cm\\_apex/f?p=regulatory\\_survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey)

-----Original Message-----

From: meek, clifton [mailto:meek.clifton@epa.gov]

Sent: Thursday, February 01, 2018 7:26 AM

To: Anderson, Keturah <Keturah.Anderson@icf.com>

Cc: Calvert, Brian <Brian.Calvert@icf.com>; mzambon@rivco.org; Robertson, Glenn@Waterboards <Glenn.Robertson@waterboards.ca.gov>; Gayagas, Susan A CIV (US) <Susan.A.Meyer@usace.army.mil>; 'Heather.pert@wildlife.ca.gov' <Heather.pert@wildlife.ca.gov>

Subject: [Non-DoD Source] RE: Cajalco Road Widening Project (STPL 5956 [195]) - Build Alternative Maps

Hi Keturah-

Thanks for these maps and for providing preliminary copies of the impact analysis during our field visit on Monday. It appears that a large amount of the impact acreage to USACE and RWQCB (and CDFW) jurisdictional water resources is a result of impacts to detention basins that abut existing infrastructure. It would be helpful to have the impact numbers further broken down so that we can better understand what the impact is to natural features vs. constructed features such as detention basins. Is it possible for you to provide those numbers at this time?

Thanks,

Clifton

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Clifton Meek, Life Scientist

U.S. EPA, Region 9

Environmental Review Section - Transportation Team

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From: Anderson, Keturah [mailto:Keturah.Anderson@icf.com]

Sent: Wednesday, January 31, 2018 5:50 PM

To: rhuaute@morongo-nsn.gov; jashlock@rivco.org; leroy.gishi@bia.gov; heather.pert@wildlife.ca.gov; hdiaz@mwdh2o.com; ehipps@chp.ca.gov; phester@rctlma.org; patricia\_port@ios.doi.gov; secretary@resources.ca.gov; natalie.lindquist@parks.ca.gov; susan.a.meyer@usace.army.mil; meek, clifton <meek.clifton@epa.gov>; jontiveros@soboba-nsn.gov; lshraibati@mwdh2o.com; john\_m\_taylor@fws.gov; russell@rcrcd.org; ldcorrea@wrcra.org; wpicht@mwdh2o.com; sfelix@wmwd.com; dkawaii@wmwd.com; mfeenstra@rctc.org; ds\_nahc@pacbell.net; ksmith@riversideca.gov; eozdil@pechanga-nsn.gov; karin\_cleary-rose@fws.gov; pmacarro@pechanga-nsn.gov; pnorlen@mwdh2o.com; kporter@chp.ca.gov; carly.beck@wildlife.ca.gov; ldcorrea@wrcra.org; jeff.brandt@wildlife.ca.gov; bshomo@wrcog.us; mtlopez@mwdh2o.com; vbradshaw@mwdh2o.com; amarks@mwdh2o.com; glenn.robertson@waterboards.ca.gov  
Cc: robert.hewitt@ca.usda.gov; patty.lawrence@wdc.usda.gov; fdiaz@mwdh2o.com; btomaras@mtowlaw.com; montalvo@rcrcd.org; ghernandez@riversideca.gov; kcallanan@mwdh2o.com; cstaley@rivco.org; jkalish@blm.gov; lamb@rcrcd.org; tfoussat@pechanga-nsn.gov; eduardo.castaneda@dot.ca.gov; jason.bill@waterboards.ca.gov; rmross@co.riverside.ca.us; dwest@mwdh2o.com; kent.pena@wi.usda.gov; evita.premdas@dot.ca.gov; dat.nguyen@aecom.com; thults@sanjacintoca.us; rmross@rcwaste.org; aaron.burton@dot.ca.gov; sean.yeung@dot.ca.gov; greg.hefter@aecom.com; Calvert, Brian <Brian.Calvert@icf.com>; mzambon@rivco.org; ddoesserich@mwdh2o.com; cdonahue@rctc.org

Subject: RE: Cajalco Road Widening Project (STPL 5956 [195]) - Build Alternative Maps

As a follow up to the Build Alternative maps distributed earlier today, please find attached, the single-page exhibit that compares the 2017 limits with the 2018 limits of Build Alternative 4 west of Lake Mathews.

We look forward to hearing from you on tomorrow's Cooperating / Participating Agencies call.

Bi-Monthly February Call

Date: February 1, 2018

Time: 10:00 AM

Call-in Number: 1-877-423-6338

Code: 389321

Thanks,



-Keturah

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From: Anderson, Keturah

Sent: Wednesday, January 31, 2018 3:25 PM

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<mailto:cdonahue@rctc.org>  
Subject: Cajalco Road Widening Project (STPL 5956 [195]) - Build Alternative Maps

Good afternoon-

Please find available for download, detailed project maps for each Build Alternative for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]).

Please note, a proposed modification to Alternative 4 is included in the WestEnd\_Alt4\_Condtnl\_USACE file;  
this modification has not yet been incorporated into the overall alignment exhibits, and will be discussed at the  
next Cooperating / Participating Agencies call. A single-page exhibit that compares the 2017 limits with the  
2018 limits is currently being finalized and will be distributed separately prior to the call.

If you encounter any issues downloading the file(s), please let us know and a CD containing the file will be  
provided via mail.

Many thanks,

KETURAH ANDERSON | MANAGER | 951.541.7684 | keturah.anderson@icf.com <mailto:keturah.anderson@icf.com>

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Fig1\_5\_WestEnd\_Alt2C.pdf

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Fig1\_4\_EastEnd\_All\_Alts.pdf

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February 15, 2018

**VIA E-MAIL and USPS**

Keturah Anderson, Manager  
ICF  
1250 Corona Pointe Ct, Suite 406  
Corona, CA 92879

**Re: Pechanga Tribe Comments on the Draft Historic Properties Survey Report and Extended Phase I Proposal for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956[195])**

Dear Ms. Anderson:

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government. The Tribe submits these comments for the record concerning the Draft Historic Properties Survey Report (HPSR) received January 2018 and the Extended Phase I Proposal dated August 2017 for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956[195]), both of which were completed by ICF.

The Tribe extends its thanks to ICF for providing the HPSR and Extended Phase I Proposal so the Tribe can review and provide comments on the content based upon Tribal knowledge so we may continue to preserve and protect Luiseño cultural resources.

The Pechanga Tribe asserts that the Project area is part of 'Atáaxum (Luiseño), and therefore the Tribe's, aboriginal territory as evidenced by the existence of 'Atáaxum place names, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive Luiseño artifact record in the Project APE and within a one-mile radius of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as extensive history with both this Project and other projects within the area.

In the "4. Summary of Identification Efforts" section of page 10, the HPSR notes that, "a total of 309 resources exist in the study area and within the one mile study buffer." However, there is no citation in the Proposal as to how this number of resources was concluded, and the Tribe requests clarification on how this determination was made. The Tribe's count of the cultural resources, both prehistoric and historic, within a one-mile radius of the three alternative routes far exceeds 309. Standard archaeological practice is to include all known cultural resources within a one-mile radius. When incomplete data on cultural resources is relied upon in assessing impacts, full significance of a

Chairperson:  
Neal Ibanez

Vice Chairperson:  
Bridgett Barcello

Committee Members:  
Andrew Masiel, Sr.  
Darlene Miranda  
Evie Gerber  
Richard B. Searce, III  
Robert Villalobos

Director:  
Gary DuBois

Coordinator:  
Paul Macarro

Planning Specialist:  
Tuba Ebru Ozdil

the Tribe recommends including all known cultural resources in the HPSR to ensure an adequate assessment of the resources and impacts thereto.

In the “Native American Heritage Commission” (NAHC) section of the Archaeological Survey Report, which can be found on page 342 of the HPSR, it is stated that as of March 29, 2011, the NAHC “failed to indicate the presence of Native American cultural resources within the Study Area.” The NAHC sacred lands record search is nearly seven years old and is not reliable. The Tribe alone has added four areas within the Project APE to the Sacred Lands File and other tribes may have added even more. Failing to conduct a more recent Sacred Lands File search creates a gap in knowledge about the resources located within the project area and could result in an inadequate assessment of cultural resources and the sensitivity of the project area. Therefore, the Tribe strongly advocates that ICF request a current Sacred Lands File search from the NAHC and that this section be updated with those results so they can appropriately be included in the final analysis of the HPSR.

The “Ethnography” section of the Archaeological Survey Report, found on page 355 of the HPSR, indicates “the study area is located in the traditional cultural territory of the Cahuilla and the Gabrielino and immediately north of the Luiseño”. Yet, in the “Pre-history” section of the Archaeological Survey Report, found on page 362 of the HPSR, it states “the Study Area is located with an area that has been traditionally associated with the Cahuilla and Luiseño Native Americans”. The report has largely misidentified the Luiseño Territory, which has led to the false impression that the Cahuilla occupied the Project area throughout prehistory. The use of certain ethnographic information and maps as resources for the report is problematic, especially when ethnographers often change their tribal territory boundaries for each new study or publication. For example, the map in Bean and Saubel (1972)<sup>1</sup> clearly shows a much larger Luiseño territory. Further, most of the ethnographic evidence suggests the Cahuilla moved into the areas adjacent to the project area after European contact. Kroeber also proposes the Cahuilla were “brought by the Franciscans to the San Bernardino mission station attached to mission San Gabriel, and this fact may be responsible for the statements assigning this region to the Cahuilla”<sup>2</sup>.

Additionally, on page 364 of the HPSR, under the “Shoshonean Period (ca. A.D. 1200 to the 1800s)” section, it states that as “Lake Cahuilla began to recede, the Hakataya populations that occupied its shores began moving westward into areas such as Anza-Borrego, Coyote Canyon, the Upper Coachella Valley, the Little San Bernardino Mountains, the San Jacinto Valley and the Perris Plain”. This theory is often referred to as the “Shoshonean Wedge Theory,” one that the Tribe adamantly disagrees with and believes is an outdated theory not supported by current language research, cultural knowledge, or even archaeology. The Luiseño recognize that the world was created in the area now known as Temecula<sup>3</sup> and therefore assert that we are not descendants of the Hakataya populations. The Hakataya and Luiseño languages come from two different language families. Paul

<sup>1</sup> Bean, Lowell J., and Katherine S. Saubel. *Temalpakh (from the Earth): Cahuilla Indian Knowledge and Usage of Plants*. Malki Museum Press, Banning, California, 1972, p. 8.

<sup>2</sup> Kroeber, A. L. Shoshonean Dialects of California. *University of California Publications in American Archaeology and Ethnology*, 4(3):66-165, 1907.

<sup>3</sup> Masiel-Zamora, Myra, 2016, *Éxva Teméeku: Where We Began*. Great Oak Press, Pechanga, California.



populations. The Hakataya and Luiseño languages come from two different language families. Paul Wallace, as referenced by Schroeder in the Handbook of North American Indians, Volume 9 page 109, suggests that “Numic- or Yuman-speaking people arrived in Death Valley”, which is often expanded into the Shoshonean Wedge theory. While the Archaeological Survey Report does not explicitly say that the Luiseño are descendants of those Hakataya populations, it does imply it. The Tribe reiterates that the Shoshonean Wedge theory is not supported by current research<sup>4</sup> and should be retracted from the cultural report for this project.

Lastly, the Tribe has several concerns with the proposed Extended Phase I (XPI) Proposal: Cajalco Road Widening and Safety Enhancement Project, and until our concerns and question are addressed we cannot agree or support the proposal. The scope of the work seems unnecessary in some areas and insufficient in others. One question the Tribe has is how ICF proposes to remove the soils in the Shovel Test Pits (STP) down to a depth of 100cm as the 30cm x 30cm hole of a standard STP would not allow room for the field technician’s to review soils, depending on the height of the person, below 70-80cm. The Tribe also requests that all STP and unit levels be completed in the standard 10cm levels. Additionally, the Tribe does not understand the need for test units or STPs to be conducted in areas that will not be impacted. For example, the Cajalco Bridge that will be constructed near locus 816 of site CA-RIV-7843 was redesigned in May 2015 to have only two locations with three posts each. The testing plan, however, shows testing for the old bridge post footprints. Given the sensitivity of the area, we oppose any testing in areas that will not be impacted by the project and request that the proposal be revised to remove testing in areas of no impact. The Tribe also requests that the other two testing areas (CA-RIV-2264,-2263,-4444 and CA-RIV-4403,-4407,-4408,-4409) be tested with units and/or trenches to effectively determine the depth and significance of the sites.

In reference to the updated DPR forms, in both the HPSR and the Proposal, the site location UTIs differ significantly (in some cases by 200+ meters) from the locational maps and the previous DPR forms. The Tribe wishes to meet to discuss this issue.

The Tribe would like this letter to be included in the confidential appendix of the Environmental Report for the project. The Tribe welcomes the opportunity to meet with the County and the consultant to further explain our comments and discuss our concerns with the proposal. The Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts.

The Pechanga Tribe looks forward to working together with ICF in protecting the invaluable and non-renewable Pechanga cultural resources found in the Project area. Please contact me at 951-770-6314 or at [CRS@pechanga-nsns.gov](mailto:CRS@pechanga-nsns.gov) if there are any questions or concerns regarding our

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<sup>4</sup> Sutton, Mark, 2010, *A Reevaluation of Early Northern Uto-Aztecan Prehistory in Alta California*. California Archaeology, Vol. 2, Issue 1.

Pechanga Comment Letter to ICF

Re: Pechanga Tribe Comment Letter on the Cajalco Road Widening Project

February 15, 2018

Page 4

cultural report comments. Otherwise, please contact Ebru Ozdil at 951-770-6313 or at [eozdil@pechanga-nsn.gov](mailto:eozdil@pechanga-nsn.gov) regarding all other project related questions or concerns. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Molly Earp-Escobar', with a stylized flourish at the end.

Molly Earp-Escobar  
Cultural Resource Specialist

Cc Pechanga Office of the General Counsel

---

**From:** meek, clifton <meek.clifton@epa.gov>  
**Sent:** Thursday, March 01, 2018 2:52 PM  
**To:** Zambon, Mary  
**Cc:** Staley, Scott; Anderson, Keturah; Calvert, Brian; aaron.burton@dot.ca.gov  
**Subject:** EPA Comments on the Air Quality Study for the Cajalco Road Widening Project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Mary-

Thank you for the opportunity to review the Air Quality study for the Cajalco Road Widening Project, and for your coordination with the SCAG Transportation Conformity Working Group. As noted in the study, and as concurred upon by the SCAG Transportation Conformity Working Group, the proposed project is not considered to be a Project of Air Quality Concern, as defined by 40 CFR 93.123(b)(1), and It is unlikely that the proposed project will generate new air quality violations, worsen existing violations, or delay attainment of NAAQS for PM2.5 or PM10. As such, I have only the following two brief comments for your consideration:

1. As a result of EPA's national control programs, MSAT emissions from the proposed project are projected to be lower than present levels at Horizon Year 2044. However, it is possible that localized increases in MSAT emissions will occur in several locations along the proposed build alternatives. Given that the build alternatives will place a high volume roadway in close proximity to hundreds of existing and planned residences, the Community Impact Assessment and Environmental Justice analysis should further assess whether there is a need to disclose localized MSAT increases and identify mitigation measures to address the potential health-related impacts to adjacent residences.
2. As is highlighted in the Air Quality Study, The FTIP description is not consistent with the Build Alternative 4 alignment. In the event that Build Alternative 4 is identified as the preferred alternative, the FTIP description will need to be revised to accurately describe the improvements associated with this alternative.

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Clifton Meek, Life Scientist  
U.S. EPA, Region 9  
Environmental Review Section - Transportation Team  
75 Hawthorne Street, ENF 4-2  
San Francisco, CA 94105

phone: 415-972-3370, fax: 415-947-8026  
meek.clifton@epa.gov

-----Original Message-----

From: Zambon, Mary [mailto:MZAMBON@RIVCO.ORG]  
Sent: Thursday, March 01, 2018 1:13 PM  
To: meek, clifton <meek.clifton@epa.gov>  
Cc: Staley, Scott <CSTALEY@RIVCO.ORG>; Anderson, Keturah <Keturah.Anderson@icf.com>; Calvert, Brian <Brian.Calvert@icf.com>  
Subject: Cajalco Widening Project - tech study review

Hello Clifton,



Attached is a list of the tech studies that have been provided for review to date; if there are comments forthcoming on the Air Quality Study, please provide by April 3, 2018.

We are requesting this to be sure that we can address any concerns in a timely manner.

Thanks for your input on the project.

Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501  
951 955 6759  
mzambon@rivco.org

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County of Riverside California <<http://www.countyofriverside.us/>>



April 6, 2018

Keturah Anderson  
ICF  
1250 Corona Pointe Ct, Suite 406  
Corona, CA 92879

Dear Ms. Anderson,

Please accept these comments on the Location Hydraulic Study for the Cajalco Road Widening Project from the Riverside-Corona Resource Conservation District. We paid most attention to the crossings at Location 1 and Location 3, but our comments are likely relevant to all the locations. The structures that would be built for the road crossings at the Locations 1-4 appear to improve the free flow of water compared to existing structures which tend to constrict flows. Here are our detailed comments/questions.

1. Choice of hydraulic model and model alternatives is becoming crucial. Is there a reason why the study does not address climate change projections such as more erratic and stronger storm events (including ARC events) and less precipitation falling as snow into the hydraulic analysis? Shouldn't all public projects that deal with roads, drainage crossings, and changes in hydraulics address how climate change is projected to affect flooding events, potential property damage, water quality, and emergency services (to name a few)? Be explicit about what model was used, why it was used, and if alternative models were addressed/available, (e.g., Geoscience model, Wildermuth model).
2. How does the analysis incorporate the important effects of woody debris and vegetation in hydraulic models that predict the 100-yr flood plain? If it does not, why not? We are asking because we are being faced with unprecedented (at least over the last 120 years) cycles of growth of riparian forests with large trees, followed by drought, low water tables, and tree death. The trees then fall into the main channels of our tributaries, creating copious woody debris. This is followed by a new cycle of growth, and so on. Specifically, on page 14 on the Location Hydraulic Study Form for Alt. 1, 2C, and 4, the response to 5., potential Q100 backwater damages, shouldn't there be a question related to effects on the bridge itself? The effects would likely be more beneficial than for current bridge which should be made more obvious.
3. The hydraulic study is based on 100-yr events (FEMA standard). Given the projections for more intense and erratic storms, why is there no analysis for 200-year + events when it comes to roads that are important for emergency access? Can such an analysis be incorporated? See the 2013 Final report: California's Flood Future: Recommendations for Managing the State's Flood Risk. [https://www.water.ca.gov/LegacyFiles/sfmp/resources/California\\_Flood\\_Future.pdf](https://www.water.ca.gov/LegacyFiles/sfmp/resources/California_Flood_Future.pdf)
4. Could the study address projected climate change influences on what is currently considered a 100-yr. flood event? For example, is what was once considered a 1 in 100 chance of occurring in any one year, now reduced to something on the order of a 1 in 50 change? Would the new bridge over Temescal Wash (Location 1) potentially ameliorate a higher frequency of high water events? Same question applies for the Location 2, 3, and 4 crossings.

5. Was there consideration of a free-span bridge for Location 1, rather than the one with the piers? This is an area where woody debris piling up could be a maintenance and damage issue.
6. Does the 2008 FEMA map (Figure 804-7 B for FIRM map 06065C1405G on page 37 of pdf file) for Location 3 take into account the removal of a hill and installation of detention basins located at Wood and Cajalco Roads? The configuration of the 100 yr- flood plain at this location seems to be based on a pre-grading topography, which would be very inaccurate.
7. If there is no FEMA map for a drainage crossing location, shouldn't one be prepared as a baseline? It appears that the proposed bridges and culverts for Locations 1, 2, 3, and 4 would all improve flows within their respective drainages, but some sort of baseline analysis would be beneficial going forward.

Background documents:

State of California, Department of Water Resources, Flood Plain Management Services Program. 2013, November. FINAL. California's Flood Future: Recommendations for Managing the State's Flood Risk. Available: [https://www.water.ca.gov/LegacyFiles/sfmp/resources/California\\_Flood\\_Future.pdf](https://www.water.ca.gov/LegacyFiles/sfmp/resources/California_Flood_Future.pdf)

Dettinger, M., 2011. Climate change, atmospheric rivers, and floods in California-a 1032 multimodel analysis of storm frequency and magnitude changes. J. Am. Water 1033 Re- sour. Assoc. 47 (3), 514–523. <http://dx.doi.org/10.1111/j.1752-1034.1688.2011.00546.x>. 1035

Senter, A. E. et al. 2017. Geomorphology 276: 164-179. Wood export varies among decadal, annual, seasonal, and daily scale hydrologic regimes in a large, Mediterranean climate, mountain river watershed. Manuscript at: <https://cloudfront.escholarship.org/dist/prd/content/qt9dz9p47v/qt9dz9p47v.pdf>

Thank you for the opportunity to provide comments for this important project

Sincerely,

*Kerwin Russell*

Kerwin Russell  
Natural Resources Manager  
Riverside-Corona Resource Conservation District  
4500 Glenwood Drive, Building A  
Riverside, CA 92507

[russell@rcrcd.org](mailto:russell@rcrcd.org)

cc/ Jeff Brandt, CDFW



---

**From:** Zambon, Mary <MZAMBON@RIVCO.ORG>  
**Sent:** Wednesday, April 04, 2018 6:40 AM  
**To:** Anderson, Keturah; Calvert, Brian  
**Cc:** Staley, Scott  
**Subject:** FW: Your March 2, 2018 Memorandum to Me - Cajalco Road Widening

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Robertson, Glenn@Waterboards [mailto:Glenn.Robertson@waterboards.ca.gov]  
**Sent:** Tuesday, April 03, 2018 8:29 PM  
**To:** Zambon, Mary <MZAMBON@RIVCO.ORG>  
**Subject:** Your March 2, 2018 Memorandum to Me - Cajalco Road Widening

To Mary Zambon:

Thank you for your memorandum of March 2, 2018, asking for my response by today. Because of scheduling difficulties, I never could get to review of the Hydraulic Study issued for a short period last November, nor ask for it to be resent. However, the interagency January 2018 field trip allowed me to think through the movement of stormwater in all proposed and remaining configurations of drainages, per Alternative. The proposed Project Alternatives all appear to accommodate major overland flows (most of it to Lake Mathews). High arching culverts or bridges are always recommended in Regional Board letters for such construction. The Jurisdictional Delineation, as you note, was satisfactorily reviewed, written to, discussed with your consultants, and responded to for the Project record.

Sincerely, Glenn Robertson  
Regional Water Quality Control Board, Santa Ana Region

Glenn S. Robertson  
Engineering Geologist, M.S., PG  
Basin Planning Coastal Waters Section, CEQA Coordinator  
Santa Ana Regional Water Quality Control Board  
3737 Main Street, Suite 500  
Riverside, CA 92501  
Phone: 951-782-3259  
Fax: 951-781-6288  
Email: [Glenn.Robertson@waterboards.ca.gov](mailto:Glenn.Robertson@waterboards.ca.gov)

---

**From:** Pert, Heather@Wildlife <Heather.Pert@wildlife.ca.gov>  
**Sent:** Tuesday, April 03, 2018 4:34 PM  
**To:** Zambon, Mary  
**Cc:** Staley, Scott; Anderson, Keturah; Calvert, Brian  
**Subject:** RE: Cajalco Widening Project - tech study review

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi All,

I have been diligently working on my review of the JD. My plan is provide comments by Friday. Sorry I can't make today's deadline, I've had one deadline after another to work on. One issue I have noticed during my review is that riparian veg definition for CDFW does not include upland species. The intent of Section 1600 of FGC is to provide conservation of fish and wildlife resources. Riparian vegetation in semi-arid and arid systems can consist of upland vegetation that is denser than in upland areas, these can be important resources that help support fish and wildlife resources. If there is upland vegetation it should not be mapped as unvegetated. Vegetation clearly associated with stream channels should be included in the delineation. I may not have time to look at every feature so currently I'm checking representative features.

Also, my review is primarily from an MSCHP perspective with a check on jurisdiction subject to FGC 1600 section. Initially we had LSA staff participating in site visits but because of staffing changes that has not been the case in the last two years. If the goal is to have an agreed upon JD for CDFW (not just MSHCP) there should be coordination with LSA staff.

Thanks,  
Heather

2.2 California Department of Fish and Wildlife -----Original Message-----

From: Zambon, Mary <MZAMBON@RIVCO.ORG>  
Sent: Wednesday, March 07, 2018 10:25 AM  
To: Pert, Heather@Wildlife <Heather.Pert@wildlife.ca.gov>  
Cc: Staley, Scott <CSTALEY@RIVCO.ORG>; Anderson, Keturah <Keturah.Anderson@icf.com>; Calvert, Brian <Brian.Calvert@icf.com>  
Subject: RE: Cajalco Widening Project - tech study review

Hi Heather,

Keturah sent a link to the Location Hydraulic and the Noise Study.

The Water Quality report is in Caltrans' review now; will forward it when Caltrans review is completed.  
The NES is in County review, so that will be a future action.  
The EIR/EIS is a future action also.

Thanks.

Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department

3525 14th Street  
Riverside, CA 92501  
951 955 6759  
mzambon@rivco.org

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-----Original Message-----

From: Pert, Heather@Wildlife [mailto:Heather.Pert@wildlife.ca.gov]  
Sent: Wednesday, March 07, 2018 9:19 AM  
To: Zambon, Mary <MZAMBON@RIVCO.ORG>  
Cc: Staley, Scott <CSTALEY@RIVCO.ORG>; Anderson, Keturah <Keturah.Anderson@icf.com>; Calvert, Brian <Brian.Calvert@icf.com>  
Subject: RE: Cajalco Widening Project - tech study review

Hi Mary,

I'll do my best to have it done by the 3rd. Will you also send me the Location Hydraulic Study (Floodplain), Noise, and Water Quality Report studies? I'll look at them all together.  
And have the NES and the Environmental Impact Report/ Environmental Impact Statement been sent out or is are those future actions?

Best,  
Heather

Heather A. Pert  
California Department of Fish and Wildlife Inland Deserts Region  
3602 Inland Empire Blvd  
Ontario, CA 91764-4918  
858-395-9692

-----Original Message-----

From: Zambon, Mary [mailto:MZAMBON@RIVCO.ORG]  
Sent: Thursday, March 01, 2018 1:01 PM  
To: Pert, Heather@Wildlife <Heather.Pert@wildlife.ca.gov>  
Cc: Staley, Scott <CSTALEY@RIVCO.ORG>; Anderson, Keturah <Keturah.Anderson@icf.com>; Calvert, Brian <Brian.Calvert@icf.com>  
Subject: Cajalco Widening Project - tech study review

Hello Heather,

Attached is a list of the tech studies that have been provided for review to date; if there are comments forthcoming on the Jurisdictional Delineation, please provide by April 3, 2018.

We are requesting this to be sure that we can address any concerns in a timely manner.

Thanks for your input on the project.



Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501  
951 955 6759  
mzambon@rivco.org

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County of Riverside California

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---

**From:** meek, clifton <meek.clifton@epa.gov>  
**Sent:** Friday, August 24, 2018 9:42 AM  
**To:** Anderson, Keturah  
**Cc:** mzambon@rivco.org; aaron.burton@dot.ca.gov  
**Subject:** RE: Cajalco Road Widening Project STPL 5956 (195) - Natural Environment Study - Comments due

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Keturah-

A few comments and questions:

1. EPA does not have any comments on the NES, but we share similar concerns to those raised by the Army Corps. Please keep me apprised of how the Corps' comments on the NES will be addressed.
2. It would be helpful at a future meeting to have a web presentation in which you visually walk through each of the alternatives, describing and pointing out where each of the crossings/culverts/bridges are proposed and what kind of crossing/culvert/bridge is proposed. This information requires quite a bit of cross referencing in the NES, so I think many agencies would find a walkthrough of this nature helpful. While we were able to touch on this a bit at the last meeting, it was very cursory since an overview of the entire NES was being presented.
3. I would like to **request an extension to September 7** for review of the Community Impact Report.

Thanks,

Clifton

-----  
Clifton Meek, Life Scientist  
U.S. EPA, Region 9  
Environmental Review Section - Transportation Team  
75 Hawthorne Street, ENF 4-2  
San Francisco, CA 94105

phone: 415-972-3370  
[meek.clifton@epa.gov](mailto:meek.clifton@epa.gov)

---

**From:** Anderson, Keturah [mailto:Keturah.Anderson@icf.com]  
**Sent:** Thursday, August 23, 2018 10:16 AM  
**To:** glenn.robertson@waterboards.ca.gov; susan.a.meyer@usace.army.mil; john\_m\_taylor@fws.gov; scarlson@mwdh2o.com; amarks@mwdh2o.com; karin\_cleary-rose@fws.gov; lamb@rcrcd.org; montalvo@rcrcd.org; meek, clifton <meek.clifton@epa.gov>; heather.pert@wildlife.ca.gov; jeff.brandt@wildlife.ca.gov; dwest@mwdh2o.com  
**Cc:** mzambon@rivco.org; cstaley@rivco.org; aaron.burton@dot.ca.gov; sean.yeung@dot.ca.gov; kcallanan@mwdh2o.com; lshraibati@mwdh2o.com; russell@rcrcd.org; Calvert, Brian <Brian.Calvert@icf.com>  
**Subject:** RE: Cajalco Road Widening Project STPL 5956 (195) - Natural Environment Study - Comments due

Good morning-

This is a courtesy reminder regarding Participating and Cooperating Agency review of the Cajalco Road Widening Project (STPL 5956[195]) Natural Environment Study (NES). In consideration of the project schedule and 23 USC 139 (g)(2)(B), Comment Deadlines, please submit all comments or questions regarding the NES by August 24, 2018.

Thanks,  
-Keturah



**KETURAH ANDERSON** | MANAGER | 951.541.7684 | [keturah.anderson@icf.com](mailto:keturah.anderson@icf.com)

**ICF** | 1250 Corona Pointe Ct, Suite 406, Corona, CA 92879 USA | [icfi.com](http://icfi.com)

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---

**From:** Anderson, Keturah

**Sent:** Tuesday, July 24, 2018 12:17 PM

**To:** [glenn.robertson@waterboards.ca.gov](mailto:glenn.robertson@waterboards.ca.gov); [susan.a.meyer@usace.army.mil](mailto:susan.a.meyer@usace.army.mil); [john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov); [scarlson@mwdh2o.com](mailto:scarlson@mwdh2o.com); [amarks@mwdh2o.com](mailto:amarks@mwdh2o.com); [karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov); [lamb@rcrcd.org](mailto:lamb@rcrcd.org); [montalvo@rcrcd.org](mailto:montalvo@rcrcd.org); [meek.clifton@epa.gov](mailto:meek.clifton@epa.gov); [heather.pert@wildlife.ca.gov](mailto:heather.pert@wildlife.ca.gov); [jeff.brandt@wildlife.ca.gov](mailto:jeff.brandt@wildlife.ca.gov); [dwest@mwdh2o.com](mailto:dwest@mwdh2o.com)

**Cc:** [mzambon@rivco.org](mailto:mzambon@rivco.org); [cstaley@rivco.org](mailto:cstaley@rivco.org); [aaron.burton@dot.ca.gov](mailto:aaron.burton@dot.ca.gov); [sean.yeung@dot.ca.gov](mailto:sean.yeung@dot.ca.gov); [kcallanan@mwdh2o.com](mailto:kcallanan@mwdh2o.com); [lshraibati@mwdh2o.com](mailto:lshraibati@mwdh2o.com); [russell@rcrcd.org](mailto:russell@rcrcd.org)

**Subject:** Cajalco Road Widening Project STPL 5956 (195) - Natural Environment Study

Per request through the Efficient Environmental Review (23 USC 139) process, the following technical study(ies) for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]) are being provided:

Natural  
Environment Study

Please submit  
any comments or questions regarding the above studies by August 24, 2018.

A teleconference with cooperating  
and participating agencies who have requested review of the Natural Environment  
Study (NES) is scheduled for Wednesday, August 1<sup>st</sup> at 9:00 am.  
The call will provide opportunity to go through the NES, ask questions and discuss  
any concerns.

Additional details concerning the  
teleconference, including availability of the NES, call-in information, video  
format, and opportunity to meet in person, will be provided in the next few  
weeks.

A DVD of the NES will also be provided to each requesting agency via mail.

Many thanks,

**KETURAH ANDERSON** | MANAGER | 951.541.7684 | [keturah.anderson@icf.com](mailto:keturah.anderson@icf.com)  
**ICF** | 1250 Corona Pointe Ct, Suite 406, Corona, CA 92879 USA | [icfi.com](http://icfi.com)

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**From:** Gayagas, Susan A CIV (US) <Susan.A.Meyer@usace.army.mil>  
**Sent:** Thursday, August 16, 2018 1:59 PM  
**To:** Anderson, Keturah  
**Cc:** mzambon@rivco.org; cstaley@rivco.org; aaron.burton@dot.ca.gov; Farrar, Corice J (Cori) CIV USARMY CESPL (US); glenn.robertson@waterboards.ca.gov; john\_m\_taylor@fws.gov; meek.clifton@epa.gov; heather.pert@wildlife.ca.gov; jeff.brandt@wildlife.ca.gov  
**Subject:** RE: [Non-DoD Source] Cajalco Road Widening Project STPL 5956 (195) - Natural Environment Study  
**Attachments:** USACE Comments\_draft NES\_Cajaclo Rd\_SPL-2012-00100.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Keturah,

Thank you for the opportunity to review the subject draft technical document.

Please find attached the U.S. Army Corps of Engineers, Los Angeles District's comment letter on the draft Natural Environment Study for the proposed Cajalco Road Widening Project (Corps File No. SPL-2012-00100).

Should you have any questions regarding our comments, please feel free to contact me. (Note: I will be out of the office Aug 22nd to Oct 2nd. In my absence, you may contact Dr. Spencer MacNeil at [spencer.d.macneil@usace.army.mil](mailto:spencer.d.macneil@usace.army.mil))

Thank you,  
Susan

Susan A. Meyer Gayagas  
Biologist, Senior Project Manager  
Regulatory Division, Transportation & Special Projects Branch (CESPL-RGT) Los Angeles District, U.S. Army Corps of Engineers  
Office: (808) 835-4599  
Government Mobile: (213) 304-9810

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<http://www.spl.usace.army.mil/Missions/Regulatory.aspx>

\*Please note that Fridays are my AWS day off. Should you email me on Friday, I'll respond to your message as soon as possible the following Monday.

Assist us in better serving you! You are invited to complete our customer survey, located at the following link:  
[http://corpsmapu.usace.army.mil/cm\\_apex/f?p=regulatory\\_survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey)

-----Original Message-----

From: Anderson, Keturah [<mailto:Keturah.Anderson@icf.com>]

Sent: Tuesday, July 24, 2018 9:17 AM

To: glenn.robertson@waterboards.ca.gov; Gayagas, Susan A CIV (US) <Susan.A.Meyer@usace.army.mil>; john\_m\_taylor@fws.gov; scarlson@mwdh2o.com; amarks@mwdh2o.com; karin\_cleary-rose@fws.gov; lamb@rcrcd.org; montalvo@rcrcd.org; meek.clifton@epa.gov; heather.pert@wildlife.ca.gov; jeff.brandt@wildlife.ca.gov; dwest@mwdh2o.com  
Cc: mzambon@rivco.org; cstaley@rivco.org; aaron.burton@dot.ca.gov; sean.yeung@dot.ca.gov; kcallanan@mwdh2o.com; lshraibati@mwdh2o.com; russell@rcrcd.org  
Subject: [Non-DoD Source] Cajalco Road Widening Project STPL 5956 (195) - Natural Environment Study

Per request

through the Efficient Environmental Review (23 USC 139) process, the following technical study(ies) for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]) are being provided:

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Many thanks,

KETURAH ANDERSON | MANAGER | 951.541.7684 | keturah.anderson@icf.com <mailto:keturah.anderson@icf.com>

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**DEPARTMENT OF THE ARMY**  
**LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS**  
**915 WILSHIRE BOULEVARD, SUITE 930**  
**LOS ANGELES, CALIFORNIA 90017**

August 16, 2018

Mr. Aaron Burton  
Senior Environmental Planner  
State of California, Department of Transportation  
Division of Environmental Planning  
464 West Fourth Street, MS 829  
San Bernardino, California 92401-1400

Dear Mr. Burton:

This letter responds to your July 24, 2018 request for our agency's review comments on the draft Natural Environmental Study (NES) that was prepared by your third-party contractor in support of the Cajalco Road Widening and Safety Enhancement Project Environmental Impact Statement (EIS) located in Riverside County, California (refer to Corps File No. SPL-2012-00100-SMG). As a cooperating agency on the preparation of your EIS, the U.S. Army Corps of Engineers (Corps) is providing comments pursuant to 40 CFR Section 1501.6 of the Council on Environmental Quality NEPA implementing regulations and Section 404 of the Clean Water Act (33 U.S.C. 1344).

Chapters 2 and 5 of the NES contain a summary of the Corps' potential jurisdictional waters of the U.S., and Appendix L addresses the impact analysis to aquatic resources, including anticipated permanent and temporary impacts to potential waters of the U.S. for each of the three proposed build alternatives. Our review comments focus on these three sections of the NES.

NES - Chapters 2.2.3 (Jurisdictional Delineation) and 5.4.1 (Clean Water Act)

Based on statements made in the draft NES, it is the Corps' understanding the project proponent and applicant, Riverside County Transportation Department, intends to request a preliminary jurisdictional determination (PJD) for the 141 aquatic features identified within the biological study area. These features were documented in the "Agency Review Copy" Draft Jurisdictional Delineation Report (ICF and GLA, April 2017). We had no substantive comments on the draft jurisdictional delineation technical report and look forward to receipt of a formal request for issuance of a PJD. Regarding the forthcoming request for a PJD, we recommend you utilize our "bulk upload" Excel spreadsheet for organizing the required information we need to import into our ORM2 database; doing so will facilitate the issuance of our PJD letter. When requested, we can provide an electronic copy of this Microsoft Excel file (spreadsheet) under separate cover.

For purposes of calculating impacts to waters of the U.S., including wetlands, it is important the NES clarify whether the areas within each build alternative where bridge crossings or other road-associated structures are proposed to be constructed (either new or expanded) would involve the temporary or permanent discharge of fill material below the ordinary high water

mark of the stream and/or within a wetland. If there is no discharge of fill material into waters of the U.S. for implementation of certain bridge or other road-associated features due to the construction means and methods (e.g., a bridge span with no footings in the streams and no temporary fills for construction access), then the Corps would not regulate that bridge crossing or other road-associated feature regardless of the resultant shading effects on the stream and/or wetlands beneath. While it is inferred from the discussions in Chapter 5.4.1.1 that all proposed bridge crossings associated with Alternatives 1, 2C and 4 would involve the discharge of some amount of fill material within waters of the U.S., the discussions are not explicit on this point.

The footnote in Table 5-2 attempts to address the issue of shading effects as a permanent v. temporary impact, although it is not entirely clear how shading effects are accounted for in the overall impacts based on the explanation provided in the table on page 5-7 for the NES. We do agree that increased shading of streams and/or wetlands from construction of a new or expanded bridge crossings could result in a conversion of the type of aquatic resources underneath the structures (i.e., a type of permanent impact), but we do not consider shading impacts to result in a permanent loss of waters of the U.S.

#### Appendix L – Jurisdictional Delineation Impacts Analysis

We found Appendix L to be comprehensive in its inventory of aquatic resources and equally sufficient in describing the extent and type of impacts to potential waters of the U.S. that could result from implementation of each proposed build alternative, namely Alternatives 1, 2C, or 4. We also found the breakdown between natural aquatic features impacted versus man-made aquatic features impacted to be valuable information in understanding the general quality or condition of aquatic resources occurring within the study area and the corresponding gradation of effects on potential waters of the U.S. However, we recommend Appendix L figures/maps be coded such that each aquatic feature is labeled to denote whether it is a natural or a man-made/alterd feature. Doing so would be helpful when comparing alternatives and evaluating the impacts from a spatial perspective (i.e., their juxtaposition in the overall watershed). While Appendix B Tables 1-5 provided in Appendix L allow for a cross-walk between the figures/maps and the type of aquatic feature (built v. natural), it would be beneficial to visually display this information on the maps themselves.

For proposed culvert improvements, Appendix L explains that the portion of an existing culvert proposed for replacement was classified as a temporary impact and the portion of culvert this is new was classified as a permanent impact. We generally concur with this classification of impacts, but offer further clarification that existing culverts that would be replaced and would not increase in their scope of fill material beyond the original fill would be classified as a temporary impact. New culverts that would be installed where they currently do not exist and would result in a permanent discharge of fill material (e.g., a concrete-lined culvert), would be classified as a permanent impact. New culverts that would be installed as bottomless arch culverts and maintain a natural stream bed would not be considered a permanent impact to waters of the U.S.

Thank you for the opportunity to comment. If you have any questions, contact Susan A. Meyer Gayagas at (808) 835-4599 or via e-mail at [susan.a.meyer@usace.army.mil](mailto:susan.a.meyer@usace.army.mil). Please help me to evaluate and improve the regulatory experience for others by completing the customer survey form at [http://corpsmapu.usace.army.mil/cm\\_apex/f?p=regulatory\\_survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey).

Sincerely,

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

cc (via email):

Clifton Meek, U.S. Environmental Protection Agency, Region IX

John Taylor, U.S. Fish and Wildlife Service

Mary Zambon, Riverside County Transportation Department

Cori Farrar, U.S. Army Corps of Engineers, Chief, Orange & Riverside Counties Section



---

**From:** Carlson, Sean A <SCarlson@mwdh2o.com>  
**Sent:** Thursday, August 30, 2018 4:47 PM  
**To:** Anderson, Keturah; MZambon@rivco.org  
**Cc:** aaron.burton@dot.ca.gov; Calvert, Brian  
**Subject:** RE: Cajalco Road Widening Project STPL 5956 (195) - Natural Environment Study - Comments due  
**Attachments:** LaSierraMitigationAerial.jpg; LaSierraMitigationSitePlan.jpg; CajalcoNESCommentsMet.xlsx; L\_MS071117\_HELIX Bat Survey Letter\_TinMinedocx.pdf

Please see attached for comments and reference documents from Metropolitan. If you have any questions about the comments and/or need them in another format please let me know.

**Sean Carlson**

Team Manager, Environmental Planning  
Metropolitan Water District of Southern California  
700 N Alameda St  
Los Angeles, Ca 90012  
Office: 213-217-6276  
Cell: 909-374-2751

---

**From:** Anderson, Keturah [mailto:Keturah.Anderson@icf.com]  
**Sent:** Thursday, August 23, 2018 10:16 AM  
**To:** glenn.robertson@waterboards.ca.gov; susan.a.meyer@usace.army.mil; john\_m\_taylor@fws.gov; Carlson, Sean A; Marks, Alexander S; karin\_cleary-rose@fws.gov; lamb@rcrcd.org; montalvo@rcrcd.org; meek.clifton@epa.gov; heather.pert@wildlife.ca.gov; jeff.brandt@wildlife.ca.gov; Brand, Deirdre M  
**Cc:** mzambon@rivco.org; cstaley@rivco.org; aaron.burton@dot.ca.gov; sean.yeung@dot.ca.gov; Callanan, Kieran M; Shraibati, Lilly L; russell@rcrcd.org; Calvert, Brian  
**Subject:** RE: Cajalco Road Widening Project STPL 5956 (195) - Natural Environment Study - Comments due

Good morning-

This is a courtesy reminder regarding Participating and Cooperating Agency review of the Cajalco Road Widening Project (STPL 5956[195]) Natural Environment Study (NES). In consideration of the project schedule and 23 USC 139 (g)(2)(B), Comment Deadlines, please submit all comments or questions regarding the NES by August 24, 2018.

Thanks,  
-Keturah



**KETURAH ANDERSON** | MANAGER | 951.541.7684 | [keturah.anderson@icf.com](mailto:keturah.anderson@icf.com)  
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---

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**To:** glenn.robertson@waterboards.ca.gov; susan.a.meyer@usace.army.mil; john\_m\_taylor@fws.gov; scarlson@mwdh2o.com; amarks@mwdh2o.com; karin\_cleary-rose@fws.gov; lamb@rcrcd.org; montalvo@rcrcd.org; meek.clifton@epa.gov; heather.pert@wildlife.ca.gov; jeff.brandt@wildlife.ca.gov; dwest@mwdh2o.com  
**Cc:** mzambon@rivco.org; cstaley@rivco.org; aaron.burton@dot.ca.gov; sean.yeung@dot.ca.gov; kcallanan@mwdh2o.com; lshraibati@mwdh2o.com; russell@rcrcd.org  
**Subject:** Cajalco Road Widening Project STPL 5956 (195) - Natural Environment Study

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## Cajalco Road Widening Project Natural Environment Study (NES)

Comments from Metropolitan Water District of Southern California

Section	Comment/Question
<b>General Comments</b>	
Mitigation for impacts to Lake Mathews Reserve Lands	When referring to Mitigation for impacts to Lake Mathews Reserve Lands, please note that the Audubon Settlement Agreement dictates how the reserve lands may be used as mitigation for Metropolitan projects. In some instances, the ratio of mitigation (for Met projects) would be at a 1:1 ratio, and in other instances approval for the use of mitigation credits would be on a "case by case basis" as determined by the regulatory agencies (CDFW and USFWS). In that case, there is not a specific ratio that can be assigned to account for the loss of reserve lands. In addition to providing compensatory lands to make up for permanent impacts to the Lake Mathews Reserve, there may be opportunities to further enhance the quality and function of the Reserve. This should be based on a current inventory of habitat types, habitat quality, species presence and distribution, and an assessment of needs to enhance and maintain the reserve. We recommend further coordination to include the reserve management committee (RMC) responsible for managing the reserve and the regulatory agencies.
Wildlife Crossings	Metropolitan shared comments regarding wildlife crossings at a meeting on 8/16/18. We would like more information on providing for wildlife passage while also ensuring the crossings do not allow for trespass and unauthorized entry onto Metropolitan property and Lake Mathews Reserve Lands. We request additional study and design considerations as applicable.
Fencing along Metropolitan property and Lake Mathews Reserve	Metropolitan appreciates the opportunity to coordinate on the proposed fencing plan guidelines. Metropolitan shared initial comments and concerns regarding fencing including deer jump outs at a meeting on 8/16/18. We look forward to continued coordination to provide adequate fencing to prevent trespass and unauthorized entry onto Metropolitan property and Lake Mathews Reserve lands.
<b>Specific Comments</b>	
ii: No suitable vernal pool habitat was observed for the criteria area plant species little mouselink, and this species was not observed.	Awkward sentence



<p>2-27 and Appendix D: The USFWS-protocol wet-season focused survey for fairy shrimp was performed within the fairy shrimp study area from November 5, 2012, to May 14, 2013, by Kevin Livergood (federal permit #TE-172638-1). Sampling was conducted a total of nine days at two seasonal depressions (refer to Appendix E, Fairy Shrimp Reports and Vernal Pool Watershed Assessment) sampling 36 seasonal depressions. Due to lack of ponding in certain seasonal depressions during the 2013–2014 wet season, additional wet season sampling was conducted in the 2014–2015 wet season (refer to Chapter 4 for full details). USFWS-protocol dry-season sampling occurred on August 8 and 14, 2014, whereupon ten soil samples were collected from 16 seasonal depression areas within the fairy shrimp study area. The samples were processed in the lab by Jason Kurnow (federal permit #TE-778195). Table D- 2, Appendix D, provides the dates and personnel for the fairy shrimp focused work.</p>	<p>Fairy shrimp were sampled during the 2013-2014 and 2014-2015 wet season which were not wetter than average years. The species that occur in a vernal pool are dynamic and detection of a species can change on a higher than average rain year, especially for Riverside Fairy Shrimp which hatch after a longer wet cycle (e.g. Fairview Park, 2017). The results regarding dry surveys do not sound conclusive regarding identification. Because lynchi were heard to be there (anecdotally) there is potential for listed species to be found, especially in an above average rain year. It is recommended that protocol fairy shrimp surveys are continued on the next above average rain year, to determine whether listed fairy shrimp are present in the study area and to decide whether other features are called vernal pools. In addition, Appendix D should explicitly say if each feature did not have vernal pool plants, if that is the deciding factor which makes them not vernal pools. See studies from RCA regarding vernal pool presence.</p>
<p>Page 2-30, Table 2-2 Reference Populations</p>	<p>How were the target species for Reference Populations selected? Were reference populations for vernal pool rare plants surveyed?</p>
<p>Page 2-49: They had a meeting on 8/10/2011 to replace all reserve lands (SKR Core Reserve) at 1:1 ratio, Gail Barton and Brian Shomo attended that meeting along with consultants and other County of Riverside attendees. need to maintain cattle and sheep grazing and tractor access for land management, and also discussed potential parcels of interest for mitigation and the possible need for access to an interpretive center that may be located west of La Sierra.</p>	<p>Depending on the method of replacement of reserve lands at 1:1 ratio, the quality of the replacement may not fully restore function as was originally part of the MSHCP agreement. The temporal loss during the replacement/ construction impacts has also not been considered, and may increase the ratio. The County has the following obligation under the MSHCP "Contribute to Plan implementation and Reserve Assembly as determined appropriate by the affected Permittee for County and City public projects, including but not limited to any one or any combination of the following: 1) acquisition of replacement Habitat at a 1:1 ratio that is Biologically Equivalent or Superior to the property being disturbed; or 2) payment of the Local Development Mitigation Fees as established for commercial and industrial Development. Such contribution shall occur prior to impacts to Covered Species and their Habitats." However it is unclear if habitat is meant to cover impacts to the Reserve or outside the Reserve. Within the SKR Plan the same method of replacement exists without defining whether it means habitat within the Reserve or outside the reserve: "Until the RCHCA has acquired or otherwise assured the conservation of the 1,153 acres of private property remaining in the core reserve system defined in this HCP, the 1:1 SKR habitat replacement requirement established under the Short-Term HCP will be continued."</p>
<p>Page 2-50: They had a meeting on 9/20/2012 All agreed that affected conserved lands will be mitigated at 1:1 to ensure total PQP remains constant and that all impacts on RCHCA and MWD lands had to be mitigated adjacent to existing reserves and that it would be possible to allow adding these lands to the WRC MSHCP conserved lands. It was confirmed that the use of Core/Criteria Refinement would result in a 2:1 replacement for PQP lands and that Riverside County Transportation Department would provide that documentation.</p>	<p>Has anyone received the documentation from Riverside County Transportation Department?</p>

Page 2-54 Although drought conditions extended into 2014, the 2014 rare plant focused survey successfully located populations within the BSA.	It doesn't seem as though all reference populations were present (Table 2-2), and the drought may have had additional impact on rare plants and fairy shrimp species and presence.
Figure 3-1.	MWD has more fee property along La Sierra and within the BSA of the NES than what is shown on this figure. There have been SKR, Bald eagle, CAGN, and a riparian area observed in those areas. Was the riparian MWD mitigation site along La Sierra taken into account? See attached map
Page 3-19	Where was the mountain lion observed?
Table 3-2	Oncosiphon piluliferum (stinknet) is on the watch-list for Cal-IPC as well, and is present within the LMR, along La Sierra, and Cajalco.
Page 3-20	Bats (including pallid bats) were found in former tin mines on MWD property. See map from Helix (July 22, 2017 report). The pallid bat is a California State Species of Special Concern. These were not included on page 3-20 (which lists sensitive species), however the tin mines may be outside of the BSA.
Section 4-1: Although SKR is a fully covered species under the WRC MSHCP and SKR HCP, and the proposed project is a covered activity under the SKR HCP, impacts on the SKR Core Reserve need to be assessed because there can be no loss of SKR Core Reserve and to ensure adequate replacement of the Core Reserve. A full analysis of impacts on SKR within the SKR Core Reserve is provided in Section 4.5.7. The take authorization for SKR on the SKR Core Reserve will require approval from the RCHCA and replacement of conserved lands. This will also be incorporated in the WRC MSHCP consistency review by WRCRCA and USFWS.	The statement is correct but only applies to the RCHCA lands within the Estelle Mountain portion of the Reserve. Is there a map and impact tables that deciphers between The Estelle Mountain portion of the Reserve and the others? These areas are mitigated as indicated at a 1:1 ratio as stated in the SKR HCP pending approval of the wildlife agencies and the RCHCA, however it is unclear whether the HCP permitted take within the Reserve at a 1:1 ratio or outside the Reserve, or if it did not distinguish between the two.
Section 4.3 or Appendix A	Include a map of how proposed wildlife fencing and and wildlife connectivity structures will interact with existing structures like MWD fencing, and any suggested improvements to make them cohesive structures
Section 5.10 page 5-17 states: To compensate for the loss of natural lands on the Lake Mathews Reserve, the proposed project will require acquisition of replacement lands at a minimum 1:1 ratio (BIO-17). Replacement lands will occur adjacent to the existing reserve so that they can be managed by MWD.	Replacement lands would not be managed by MWD directly. The Riverside County Habitat Conservation Agency is contracted to manage Lake Mathews Reserve lands. The Reserve Management Committee (made up of a representative from MWD, RCHCA, CDFW, and USFWS) is responsible for decisions and direction regarding the management of the reserve lands.
Appendix B: Rationale states, "No Suitable vernal pool resources are present in the BSA"	This may change on an above average rain year. Is it not suitable because of the salinity?
Appendix L.	Depending on what is found with RCA regarding vernal pool presence, vernal pools may count differently when it comes to wetland mitigation



**FIGURE 4. LAKE MATHEWS OUTLET FACILITIES RIPARIAN HABITAT RESTORATION / ENHANCEMENT PROJECT - PHOTOGRAPH MONITORING STATIONS (SHOWN IN RED)**



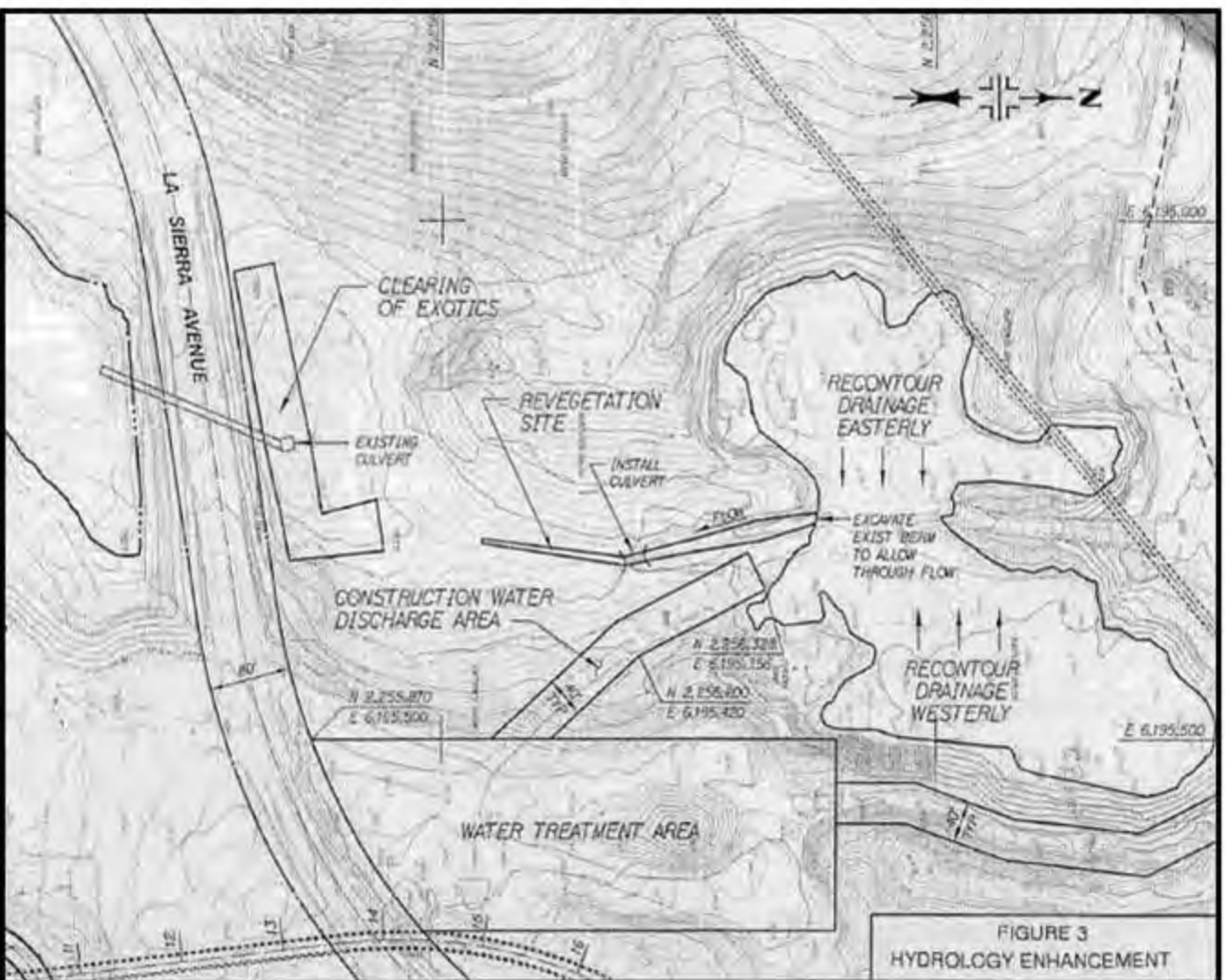


FIGURE 3  
HYDROLOGY ENHANCEMENT

FIGURE 3. HYDROLOGY ENHANCEMENT. From Mitigation Monitoring Plan, U.S. Army Corps - Dec. 2002

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July 11, 2017

MWD-22.03

Malinda Stalvey  
The Metropolitan Water District of Southern California  
P.O. Box 54153  
Los Angeles, CA 90054-0153

Subject: Bat Survey Letter Report for the Lake Matthews Tin Mine Project

Dear Ms. Stalvey:

This letter presents the results of a bat survey conducted by HELIX Environmental Planning, Inc. (HELIX) at the Lake Mathews Tin Mine in the spring of 2017. The survey was conducted to determine the presence or absence of bat roosts within four mine shafts, collectively referred to herein as the project site. The Metropolitan Water District of Southern California (Metropolitan) has proposed closing the four mines as they are a safety concern for humans illegally accessing the area. The project location, survey methods, results, and recommendations for mine closure are described herein.

## **PROJECT LOCATION AND DESCRIPTION**

The project site is located west of Lake Matthews in Riverside County, California (Figure 1). The site is east of Interstate 15 and south of the 91 freeway. More specifically, the site is located north of Cajalco Road and west of La Sierra Avenue (Figure 2). Elevations at the mine locations range from 1244 to 1275 feet above mean sea level. The four mines shafts have been fenced off with chain link fencing and barbed wire to prevent incursion by humans. The mines are generally surrounded by rolling hills dominated by non-native grassland.

## **METHODS**

A bat survey was conducted prior to the proposed closure of four mine shafts at the Lake Matthews Tin Mine to ensure no impacts occur to roosting bats. The survey was conducted with a focus on species that roost in caves during the spring months, and whose range indicated a potential to occur on site.

Prior to initiating monitoring and recording of bat activity, the mines on the project site were initially examined for sign of bat use. This initial investigation was limited as the mine shafts have been fenced off for safety. Roost sites often have visible staining from bats coming into contact with the cave surface. Another sign indicative of bat use is the presence of scat.

After the initial investigation, biologists positioned themselves to monitor the mine openings starting one hour before sunset until one and half hours after sunset. A spotlight was used to aid visual detection. Biologists monitored and recorded any bat entering or exiting the mine. To supplement visual detection methods, a Pettersson D200 ultrasound detector was used to detect bat calls. The detector was set to frequencies between 30 and 45 kHz, to ensure that roosting bats that had the potential to occur could be audibly detected (Sherwin et. al. 2009). Conditions during the survey are summarized in Table 1.

Additionally, an Anabat Express bat detector was deployed at each of the mine locations to record bat echolocation calls. The calls helped to determine what species of bats are using the mine sites, as a supplement to the visual survey. The bat detector recorded for approximately one to two weeks at each mine. Bat calls recorded on the Anabat detector were identified using the computer program AnaLook. A list of bat species recorded at the site are included in the results section.

<b>Table 1</b> <b>BAT SURVEY INFORMATION</b> <b>LAKE MATHEWS TIN MINE PROJECT</b>				
<b>Date</b>	<b>Biologist</b>	<b>Mine</b>	<b>Starting Conditions</b>	<b>Ending Conditions</b>
3/30/17	Laura Moreton, Hannah Lo	1	Time: 1825 Temperature: 65°F Wind: 1-3 mph	Time: 2110 Temperature: 62°F Wind: 1-3 mph
4/17/17	Laura Moreton, Lara Barrett	4	Time: 1819 Temperature: 72°F Wind: 3-5 mph	Time: 2119 Temperature: 62°F Wind: 1-3 mph (Gusts up to 16 mph during survey)
4/27/17	Laura Moreton	2	Time: 1830 Temperature: 79°F Wind: 1-3 mph	Time: 2130 Temperature: 68°F Wind: 0-1 mph
4/27/17	Hannah Lo	3	Time: 1830 Temperature: 79°F Wind: 1-3 mph	Time: 2130 Temperature: 68°F Wind: 0-1 mph
5/10/17	Laura Moreton, Lara Barrett	1	Time: 1840 Temperature: 64°F Wind: 0-1 mph	Time: 2120 Temperature: 62°F Wind: 1-5 mph



<b>Table 1 (cont.) BAT SURVEY INFORMATION LAKE MATHEWS TIN MINE PROJECT</b>				
<b>Date</b>	<b>Biologist</b>	<b>Mine</b>	<b>Starting Conditions</b>	<b>Ending Conditions</b>
5/18/17	Laura Moreton	2 & 3	Time: 1846 Temperature: 63°F Wind: 5-10 mph	Time: 2116 Temperature: 60°F Wind: 0-4 mph
5/18/17	Dane van Tamelen	4	Time: 1846 Temperature: 63°F Wind: 5-10 mph	Time: 2116 Temperature: 60°F Wind: 0-4 mph

## **SURVEY LIMITATIONS**

The surveys were performed in March, April, and May 2017. Surveys were not conducted throughout the year; therefore, there is the potential that bats using the mine as a winter roost were not detected. Additionally, surveyors were not on site throughout the entire night, which limited the ability to conclusively determine whether the mines may be used as night roosts (i.e. a place where bats rest during nightly foraging). Any additional shafts or audits that allow access to the Lake Matthews Tin Mine beyond the four mine shafts addressed in the study, if present, were not surveyed, which limited the ability to conclusively determine whether bats could be accessing the mines from other, unknown locations. Additionally, quantifying the bats on site is not possible based on the data collected by the Anabat Express detector. Each call may represent a single bat, or the same bat making multiple passes over the detector. This survey does not attempt to quantify the number of bats using the site.

## **RESULTS**

No bats were visually observed entering or exiting any of the four mine shafts during the survey. However, bat activity was noted near all four mines. Species recorded by the Anabat Express detector included: Mexican free-tailed bat, western pipistrelle, pallid bat, Yuma myotis and California myotis. These species are known to use mines for roosting. The ecology of these species is described below.

### Mexican Free-Tailed Bat (*Tadarida brasiliensis*)

Mexican free-tail bats often roost in caves, but will also use attics, bridges, and abandoned buildings. They frequently roost near water. Mexican free-tail bats give birth to a single pup during the summer. Young Mexican free-tailed bats roost separately from their mothers in the warmest part of the cave. They are very fast flyers and most individuals migrate to Central America and Mexico during the winter (Arizona-Sonora Desert Museum 2017). They are a common, non-sensitive bat species.

Western Pipistrelle (*Pipistrelus hesperus*)

The western pipistrelle inhabits rocky areas such as canyons, cliffs, under loose rocks, and caves. They are often associated with water. These bats can be found from southern Washington through the western United States, and into southern Mexico. They are insectivores and feed on small insects such as moths, flies, beetles, mosquitoes, and wasps. These bats do not congregate in large maternity roosts. Females may share small rock crevices, in groups of up to 12 individuals. Western pipistrelles give birth to one pup in late June or early July (Arizona-Sonora Desert Museum 2017). They are a common, non-sensitive bat species.

Pallid Bat (*Antrozous pallidus*)

Pallid bats roost in colonies of 20 or more individuals, in buildings, rock crevasses, caves, or mines. The pallid bat has three different roosts. The day roost is usually in a warm, horizontal opening such as an attics or rock cracks; the night roost is usually in the open, near foliage; and the hibernation roost, which is often in buildings, caves, or cracks in rocks. Summer and winter roosting sites are generally in the same location. Young are born in April, May, and June. Pallid bats are gleaners who eat insects off the ground or vegetation. They are found in arid and semi-arid locations in rocky, mountainous areas, and near water. They can also be found in open, sparsely vegetated grasslands, and prefer to forage in the open. The diet of this species includes beetles, grasshoppers, moths, scorpions, crickets, and occasionally lizards (Williams et al. 2002). The pallid bat is legally protected as a California State Species of Special Concern. It is also a Bureau of Land Management (BLM) Sensitive Species and a Western Bat Working Group (WBWG) High Priority Species. The BLM and WBWG listings are used for species management and offer no legal protection (CDFW 2017).

California Myotis (*Myotis californicus*)

California myotis roost alone or in small groups during the summer. They inhabit caves, mines, rocky hillsides, vegetation, the ground, or buildings. At high elevations and latitudes, they have been reported to hibernate in mines and caves during winter months, but occasionally emerge from torpor to feed. California myotis live in many varied habitat types including semi-arid desert regions of the southwest, arid grasslands, forested regions of the pacific northwest, humid coastal forests, and montane forests. Pups are born in late June or early July. California myotis are insectivorous, feeding mainly on flies, moths, and beetles. They are slow, acrobatic flyers (Arroyo-Cabral 2008). They are common, non-sensitive bat species.

Yuma Myotis (*Myotis yumanensis*)

Yuma myotis are found in juniper and riparian woodlands and desert regions near open water such as rivers, streams, ponds, and lakes. They roost in caves, attics, buildings, mines, underneath bridges, and other similar structures. This species is found in western North America, ranging from British Columbia to Central Mexico and east to Colorado and Oklahoma. Yuma myotis are insectivores that foraging at dusk until approximately two hours after sunset. These bats usually feed over water. Their prey consists of moths, midges, caddisflies, crane flies, beetles, and other

small insects. Although common, there has been a slight decline in the number of these bats due to destruction of suitable roosting sites (Animal Diversity Web 2017). This species is listed as a BLM Sensitive Species and a WBWG low-Medium Priority Species. These listings are used for species management and offer no legal protection.

### Barn Owls (*Tyto alba*)

In addition to foraging bats, barn owls were observed nesting in Mine 2 during the bat survey. Nesting birds are addressed under separate cover.

## **CONCLUSIONS AND RECOMENDATIONS**

In conclusion, no bats were observed entering or exiting the four mines shafts at Lake Matthew Tin Mine during the bat survey. However, bats were observed and detected foraging in the area. All species observed are known to roost in mines. Based on the data collected, the Lake Matthews Tin Mine has a high potential to be used by roosting bats. Additionally, barn owls were observed nesting in the mine during the bat surveys. Therefore, it is recommended that all four mine shafts be fitted with bat gates, as described below, which will prevent human access to the mines and conserve the existing wildlife uses over the long term. Biological monitoring of copula installation of is recommended but not legally required.

A copula style bat gate is recommended for Mines 1, 2, 3, and 4 as they are all vertical mine shafts. The design includes a box built around the vertical opening, which is a minimum of four feet high. The height discourages vehicle traffic driving over the gate, while allowing bats to slowly gain altitude and fly out the sides. The top opening is covered with angle iron or heavy gauge expanded metal. The spacing of the bars is critical to allow access of small bats and other small mammals, but not wide enough to allow human entry, 5.75 inches is recommended. It is constructed with four-inch angle iron, oriented apex up, to maximize the airflow. Restricting airflow can cause changes in temperature, pressure, and humidity levels deep in the mine. Changes in these parameters can have major consequences on the wildlife living in the mine. Bars are oriented horizontally, with vertical supports spaced widely. This design is often used even where there are no bats currently present (Mine Gates Environmental Inc. 2017). Also recommended for the copula is a window, 10 inches in diameter, to allow the barn owls currently living in the mine continued access.

The steel copula gate structure is mounted on top of a concrete footer which helps to stabilize the loose material around the mine shaft. The footer can be built during installation, but sometimes mines shafts have existing collars that gates can be mounted on. No collars were noted at Mines 1, 2, 3, or 4.

An example of a copula design is included as Attachment A. The gate design is from the Agency Guide the Cave and Mine Gates (Fant et al. 2009) and includes two different options for side wall construction. Also in Attachment A is a drawing from Mine Gates Environmental Inc. illustrating the 10-inch diameter opening for use by owls and other wildlife (Mine Gates Environmental Inc. 2017).



**CLOSING**

Please contact me or Karl Osmundson at (619) 462-1515 if you have any questions regarding the Lake Matthews Tin Mine bat survey or this report.

Sincerely,



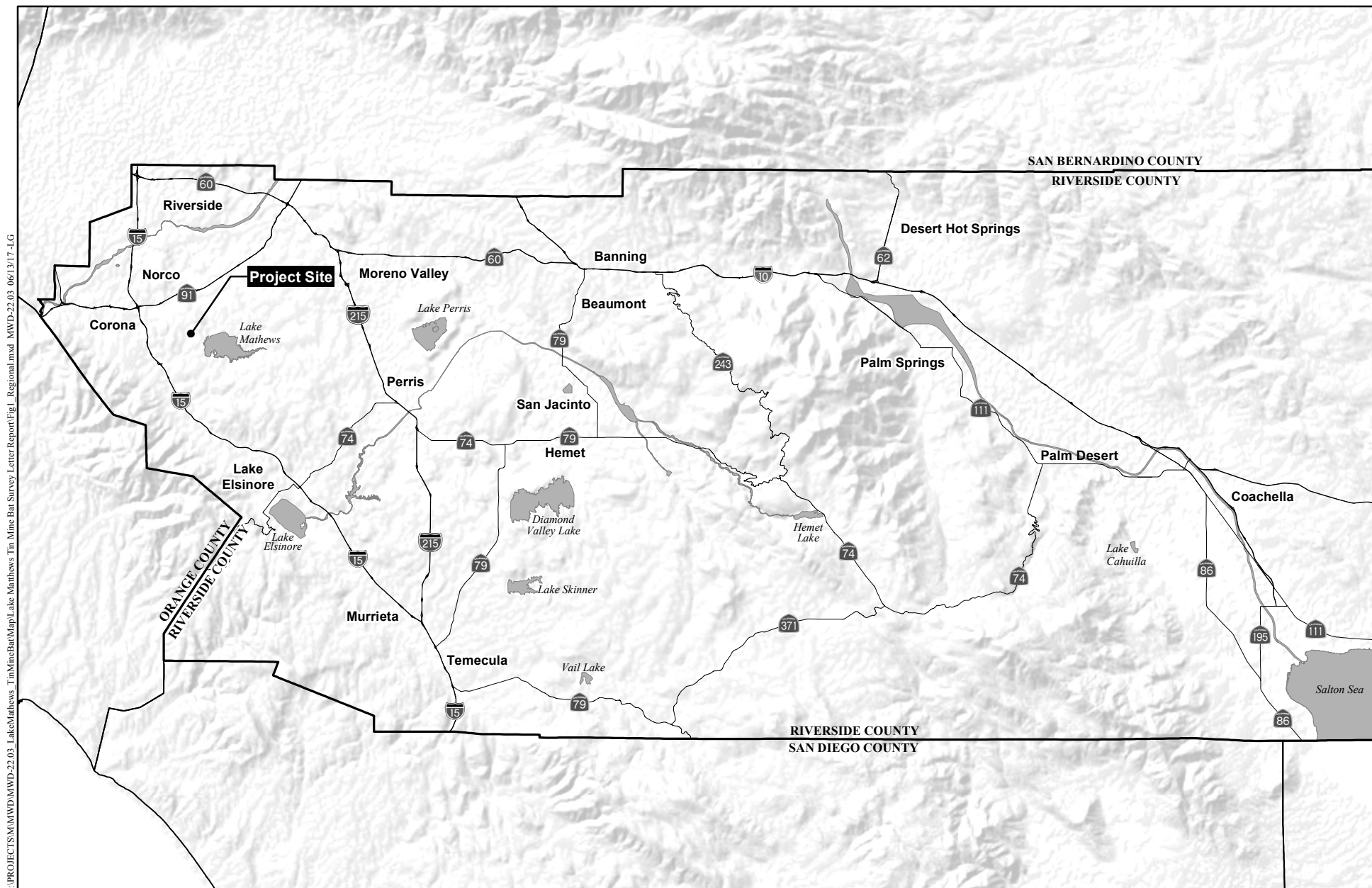
Laura Moreton  
Biologist

Enclosure:

Figure 1	Regional
Figure 2	Location (USGS)
Figure 3	Mine Locations (Aerial Photo)
Attachment A	Bat Gate Design

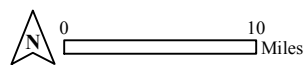
## REFERENCES

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[https://www.desertmuseum.org/kids/bats/mexican\\_free\\_tailed\\_bat.php](https://www.desertmuseum.org/kids/bats/mexican_free_tailed_bat.php) Accessed on June 13.
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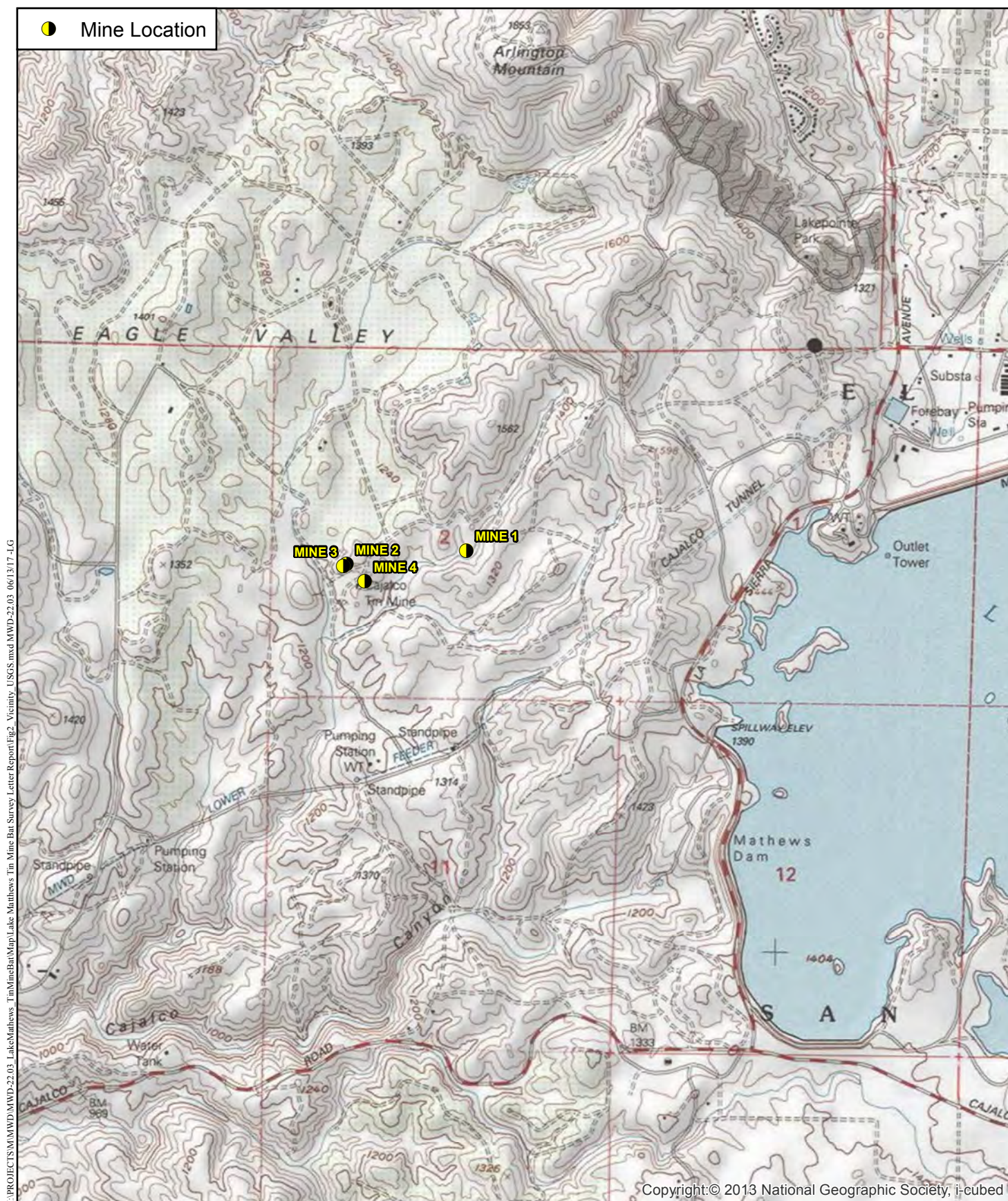


## Regional Location

# LAKE MATTHEWS TIN MINE BAT SURVEY LETTER REPORT

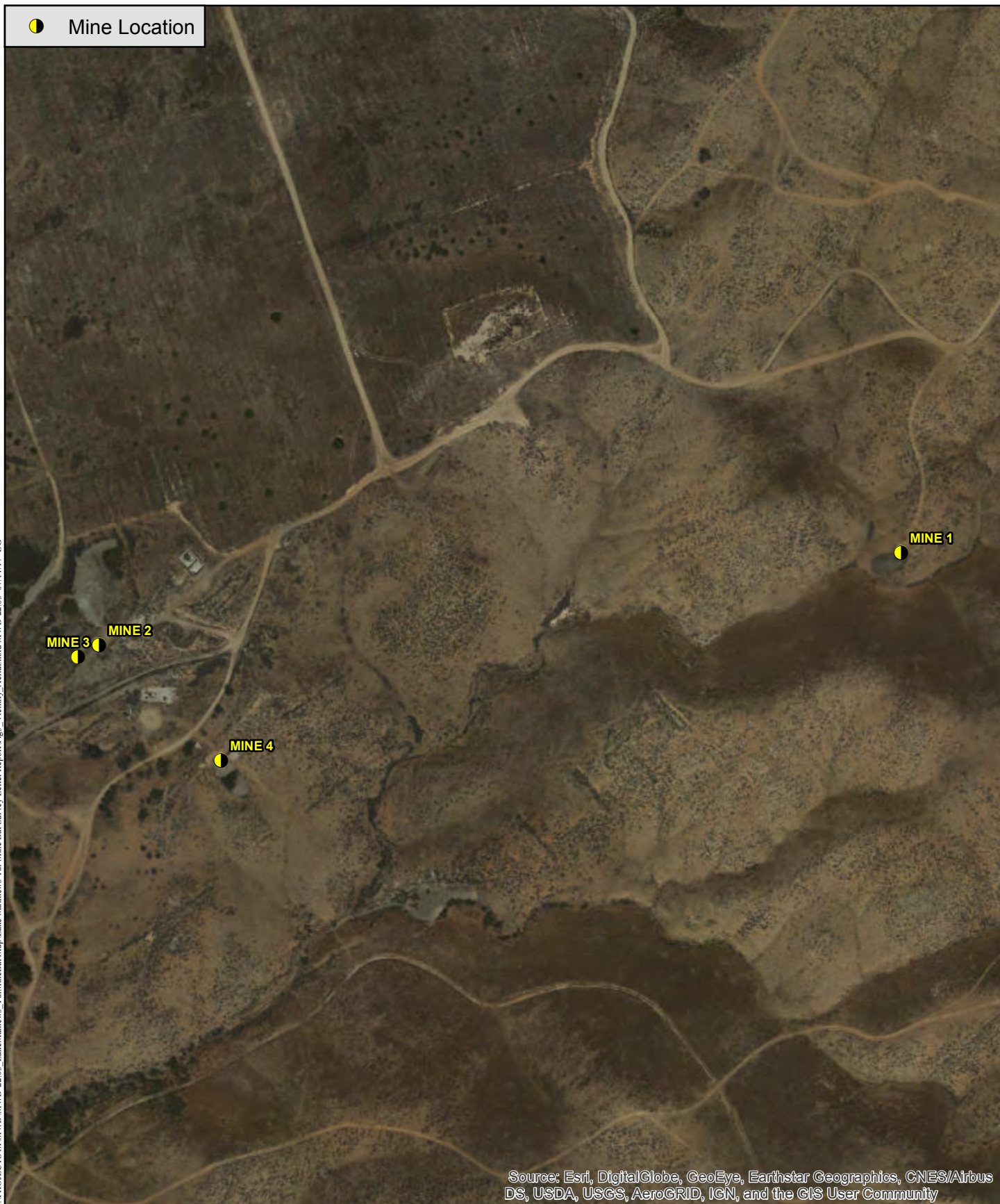








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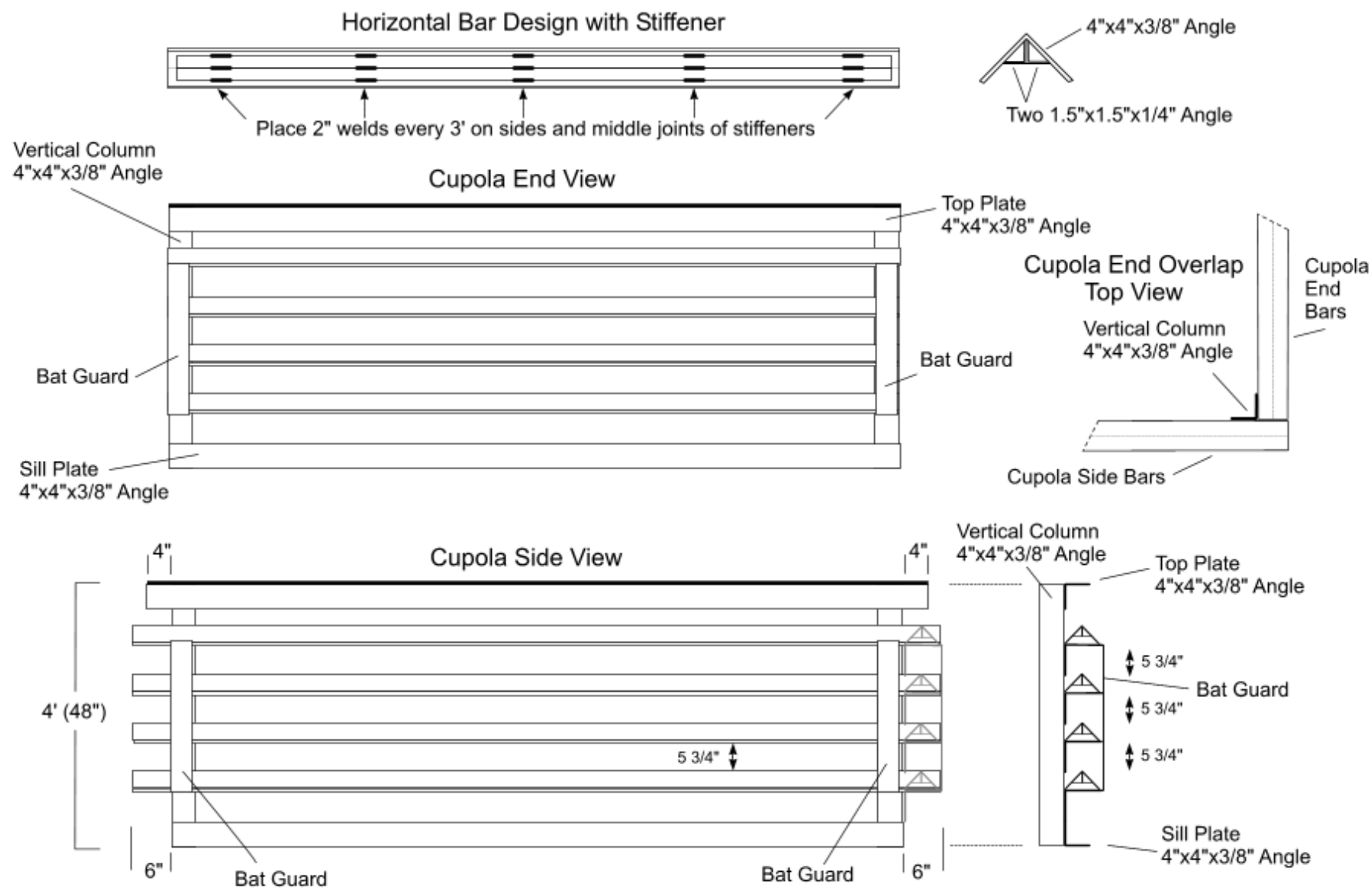


## Mine Locations

LAKE MATTHEWS TIN MINE BAT SURVEY LETTER REPORT

# Attachment A – Example of Bat Copula Design

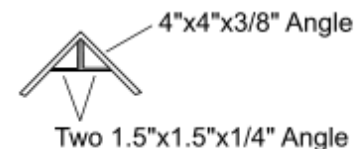
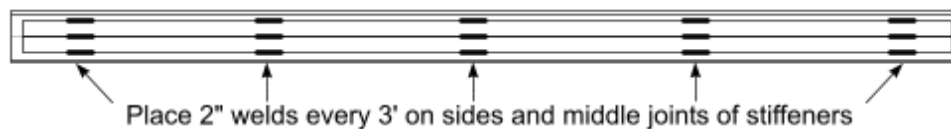
## ACCA Angle Iron Cupola Design Sides



# Attachment A – Example of Bat Copula Design

## ACCA Angle Iron Cupola Design Sides Option A

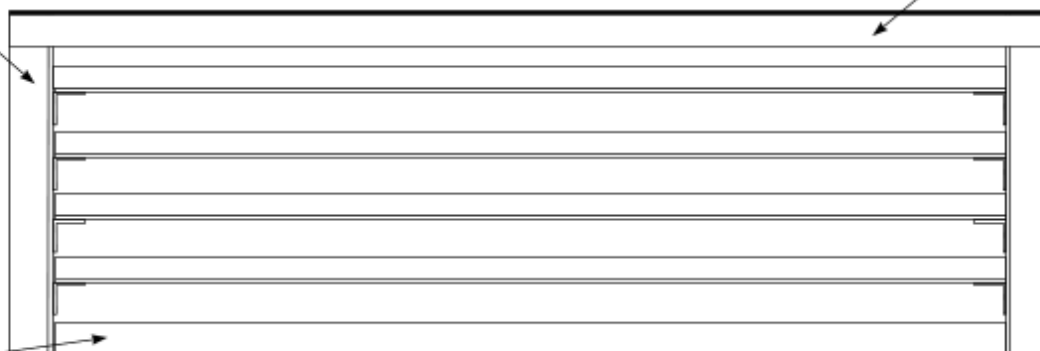
### Horizontal Bar Design with Stiffener



Vertical Column  
6"x6"x3/8" Angle

### Cupola Front and Side Views

Top Plate  
4"x4"x3/8" Angle



Sill Plate  
4"x4"x3/8" Angle

Vertical Column  
6"x6"x3/8" Angle

Top Plate  
4"x4"x3/8" Angle



5 3/4"  
5 3/4"  
5 3/4"  
4"

Sill Plate  
4"x4"x3/8" Angle

Horizontal Bar

### Cupola Top View Two Corners Minus Top Plate for Clarity

Horizontal Bar

Horizontal Bar

Vertical Column  
6"x6"x3/8" Angle

Vertical Column  
6"x6"x3/8" Angle

Vertical Column  
6"x6"x3/8" Angle

### Front View Hanger and Horizontal Bar Connection

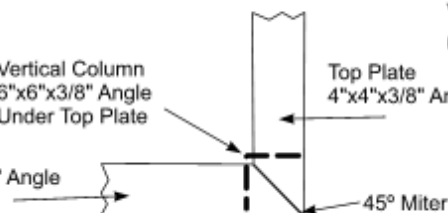
Hanger  
4"x4"x3/8" Angle  
6" Long

### Top Plate Corner

Vertical Column  
6"x6"x3/8" Angle  
Under Top Plate

Top Plate  
4"x4"x3/8" Angle

Top Plate  
4"x4"x3/8" Angle



# Attachment A – Example of Bat Copula Design

## ACCA Angle Iron Cupola Design Top

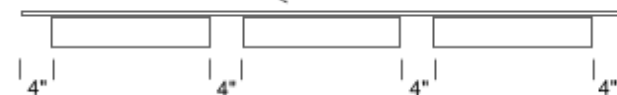
Expanded Metal EM3

Top Plate  
4"x4"x3/8

Vertical Columns  
4"x4"x3/8

\*Design for Cupola Tops less than 12'

Lateral Supports  
4"x4"x3/8



Cut 4" web at each intersection  
with cross members and top plate

Cross Member Supports  
4"x4"x3/8

Cross Member Support

Top Plate

Cut 4" flange to  
underlap under  
4" top plate

Hanger  
4"x4"x3/8" Angle  
3 1/2" Wide





## Attachment A – Example of Bat Copula Design

**Design Notes from Copula Plan** (Design from *Agency Guide to Cave and Mine Gates*. By Jerry Fant, Jim Kennedy, Roy Powers Jr., and Willian Elliot. August 2009.):

Horizontal Bars: 4" x 4" x  $\frac{3}{8}$ " thick flanged angle iron

Stiffeners: 1½" x 1½" x  $\frac{1}{4}$ " thick flanged angle iron

Columns: 4" x 4" x  $\frac{3}{8}$ " thick flanged angle iron

Sill: 4" x 4" x  $\frac{3}{8}$ " thick flanged angle iron

Footers: 4" x 4" x  $\frac{3}{8}$ " thick flanged angle iron

Header Bar: 4" x 4" x  $\frac{3}{8}$ " thick flanged angle iron

Pins: 1" cold rolled steel round bar

Pin Plate: 4" x 4" x  $\frac{3}{8}$ " thick flanged angle iron or

6" x 6" x  $\frac{3}{8}$ " thick flanged angle

Hangers: 6" x 6" x  $\frac{3}{8}$ " thick flanged angle iron

Expanded metal: EM3 (4" x 2" diamond raised  $\frac{3}{4}$ ")

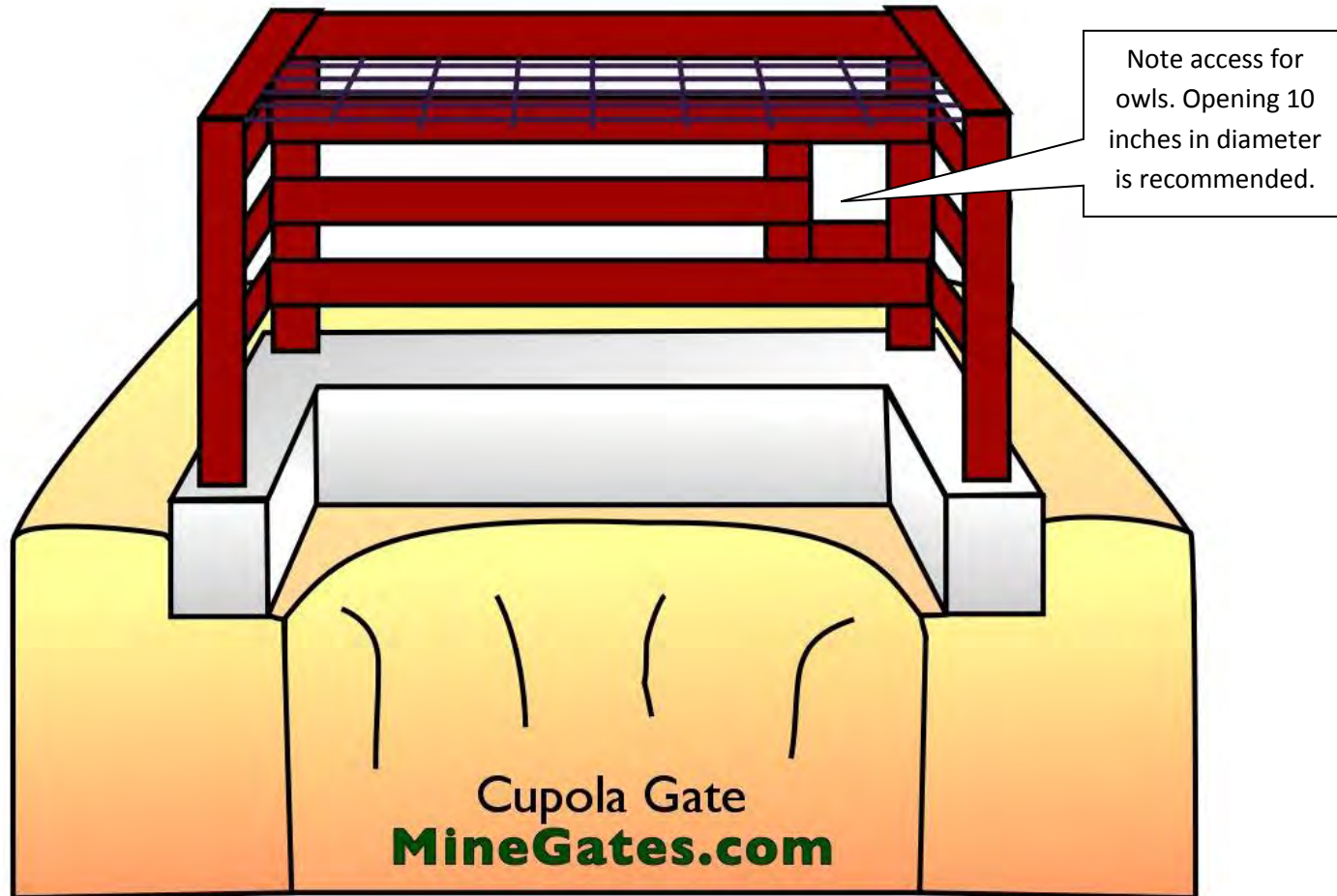
Bat Guard/Torsion Plate: 4" x  $\frac{1}{4}$ " thick flat bar

## Attachment A – Example of Bat Copula Design

### Copula with Opening for Owl/Wildlife Access

Drawing by Mine Gates Environmental Inc.

(Note: constructed cupola would have 4 sides, 4th side is not shown to allow the viewer to see owl window.)



**From:** John Taylor [[mailto:john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov)]

**Sent:** Friday, August 31, 2018 7:41 PM

**To:** Zambon, Mary <[MZAMBON@rivco.org](mailto:MZAMBON@rivco.org)>

**Cc:** Aaron Burton <[aaron.burton@dot.ca.gov](mailto:aaron.burton@dot.ca.gov)>; Calvert, Brian <[Brian.Calvert@icf.com](mailto:Brian.Calvert@icf.com)>; Heather Pert <[Heather.Pert@wildlife.ca.gov](mailto:Heather.Pert@wildlife.ca.gov)>; Karin Cleary-Rose <[Karin\\_Cleary-Rose@fws.gov](mailto:Karin_Cleary-Rose@fws.gov)>; Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>

**Subject:** Cajalco Road Widening Project STPL 5956 (195) - Natural Environment Study comments

In Reply Refer To: FWS/CDFW-WRIV-13B0038-18TA1625

Ms. Zambon;

The U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Wildlife (Department), hereafter referred to as the Wildlife Agencies, have reviewed the Draft Natural Environmental Study (NES) for the Cajalco Road Widening and Safety Enhancement Project (Project), received July 25, 2018. The NES was prepared to identify the proposed Project's direct, indirect, and cumulative environmental impacts to Western Riverside County Multiple Species Habitat Conservation Plan (WR-MCHCP) covered resources and species, to discuss proposed alternatives, and to propose mitigation measures that avoid, minimize, or offset significant environmental impacts. The Wildlife Agencies appreciate the one-week extension and offer the following comments:

#### **Comments on Project Information**

##### *Section 5.10 - Lake Mathews Multiple Species Habitat Conservation Plan*

**Comment:** The Wildlife Agencies recommend removing language pertaining to mitigation ratios as it relates to acquisition of replacement lands under the Lake Mathews MSHCP until a separate consistency determination request for the proposed Project is provided

**Recommended response/action:** An evaluation of existing function and value of conserved lands, including lands protected SKR HCP and LM MSHCP, within the project area will be performed as part of the Project Equivalency Determination, to provide an accurate estimate of potential impacts (direct and indirect) and ensure the proposed replacement lands are equivalent or superior to those lands proposed for impact. A minimum 1:1 replacement mitigation ratio was discussed with LMRMC at a meeting with RMC on April 12, 2017. It is understood that the 1:1 mitigation ratio is not an absolute measure in addressing impacts to the LM Reserve. To compensate for the loss of natural lands on the Lake Mathews Reserve, the County proposes to coordinate closely with LMRMC to develop a suite of mitigation measures that demonstrate biological equivalency to offset the loss to the Reserve, including the acquisition of replacement and restoration of lands of equivalent value, fencing to aid in management of the Reserve, and funding to be used towards Reserve management. Final selection of mitigation would be contingent upon approval by LMRMC.

##### *Section 5.12 Western Riverside Multiple Species Habitat Conservation Plan*

**Comment:** The NES indicates the Project is a covered activity with the WR-MSHCP. This is true with the selection of a northern alignment; however, should the southern alignments, Alternatives 1 or 2c, be selected as the preferred alternative, additional criteria must be met for the Project to be a covered activity (Section 7.2.3 WR-MSHCP). Per section 7.2.3 of the WR-MSHCP:

*"The equivalency analysis shall draw conclusions regarding the degree to which the Cajalco realignment and widening project is considered to be biologically equivalent or superior to the Hemet to Corona/Lake Elsinore CETAP alternative."*

**Recommended response/action:** Alternatives 1, 2C, and 4 are proposed to be covered under Section 7.2.2 of the MSHCP (Improvement to Circulation Element Road). The Permittee has coordinated extensively with the RCA and RCA legal counsel to verify the project's applicability and coverage under Section 7.2.2. In a letter addressed to the County of Riverside, dated March 18, 2013, the RCA concurred

with the determination that the project would be covered under Section 7.2.2. In the letter, RCA verified that USFWS is also in concurrence of the project's coverage under Section 7.2.2.

**Comment:** Furthermore, if a southern alignment is considered to be the preferred alternative, please identify in the NES how the Project will incorporate specific design considerations identified in WR-MSHCP Section 7.2.3 (*Cajalco Road Realignment and Widening*) to meet the Biological Equivalency Determination.

**Recommended response/action:** It has been agreed by RCA and Wildlife Agencies that the project is covered under Section 7.2.2, not Section 7.2.3. A Biological Equivalency Determination is not necessary.

## Comments on species and resources

### *Vernal pools*

**Comment:** NES sections 2.2.4 and 2.2.5 reference Figure 2-5, yet vernal pool information not displayed on this figure.

**Recommended response/action:** The Rare plant study area is synonymous with the fairy shrimp and vernal pool study area as described in Section 2.2.1. So there is no confusion over these study areas, the legend in Figure 2-5 will be updated to change Rare Plant study area to the Rare Plant/Fairy Shrimp/Vernal Pool Study Area. These would not be split into separate study area polygons because the scale of the figure would not properly distinguish these three areas. When referred to in the report, these study areas would still be Rare Plant Study Area, Fairy Shrimp Study Area and Vernal Pool Study Area.

### *Stream Impacts*

**Comment:** To calculate project fees, each project (e.g. culverts, road crossing, stream fill) and resource impact will need to be identified to determine appropriate mitigation. On large, linear projects such as this, a tabular format is the preferred method to display this information. Please see the following link for further information on the Lake and Streambed Alteration (LSA) Agreements fee schedule:

<https://www.wildlife.ca.gov/Conservation/LSA>

**Recommended response/action:** This table will be provided during submittal of the LSA application, however each resource impact is provided in Appendix L of the NES, App. B- Tables 5 through 8 and Tables 13 through 16 for CDFW jurisdictional areas. This table will be provided during submittal of the LSA application, however each resource impact is provided in Appendix L of the NES, App. B- Tables 5 through 8 and Tables 13 through 16 for CDFW jurisdictional areas.

**Comment:** Please note that on pg. 4-24 refers to the "...state Streambed Alteration Agreement (California Fish and Game Code Section 1602)." This should be identified as a Lake and Streambed Alteration Agreement.

**Recommended response/action:** Language will be updated in the NES.

**Comment:** Please note, due to workload the Department did not have time to review the jurisdictional delineation in detail and requests an in-person meeting to accomplish this task.

**Recommended response/action:** The Jurisdictional Delineation was distributed to requesting agencies 6/29/2017 and retransmitted to CDFW 10/10/2017. The overall review period was extended for nine months, closing 4/3/2018. A focused field meeting was held January 30, 2018 to view and discuss project area drainages onsite. A meeting has been arranged with CDFW, FWS and EPA to go through the project area crossings/culverts/bridges and related drainages included in the JD 9/14/2018.

## Comments on conservation measures presented

**Comment: BIO-1:** The Wildlife Agencies do not recommend relying on seasonal restrictions alone to avoid impacts to nesting birds, as nesting dates vary from year to year and some species may nest year-round. For instance, some bird species (e.g. raptors) may commence nesting as early as January 1, and passerine species may fledge later than September 1. In addition, recent data, either collected or reviewed by the Department for western Riverside and southwestern San Bernardino counties, has documented nesting in early February through mid-October for non-raptor species. To avoid impacts to nesting birds for all portions of the proposed Project area, the Wildlife Agencies recommend that nesting bird surveys occur regardless of time of year to avoid impacts to nesting birds. It is recommended pre-



construction nest surveys be conducted by a qualified ornithologist within three days prior to initiating project activities, as instances of nesting may otherwise be missed.

**Recommended response/action:** This measure and Table N-1 are provided as an required avoidance of vegetation clearing specifically to avoid habitat removal of California gnatcatcher and least Bell's vireo per the MSHCP requirements. As noted in BIO-1, if clearing must occur during these avoidance windows, preconstruction nesting bird surveys will be performed as defined in the Nesting Bird Management Plan (BIO-27). The NBMP will address preconstruction nesting bird survey requirements for all potential nesting birds in the region to ensure avoidance of impacts to nesting birds year round.

***Comment:*** In addition, although the WR-MSHCP does allow for clearing of coastal California gnatcatcher (gnatcatcher) habitat during breeding season, per the WR-MSHCP take permit (TE-088609-0; as amended) issued by the Service June 22, 2004, unless protocol surveys are conducted to establish species absence, clearing of occupied gnatcatcher is prohibited between March 1 and August 15.

**Recommended response/action:** If clearing of RSS is proposed from March 1 to August 15, a protocol survey for CAGN will be performed. This specification will be included in the NBMP (BIO-27) that will be approved by the Wildlife Agencies prior to construction.

***Comment:*** BIO-3: Many fires start from equipment sparks in grass; the Wildlife Agencies a revision to BIO-3 to adequately minimize fire risks in all types of vegetation to mitigate project impacts from fire.

**Recommended response/action:** BIO-2 will be updated to replace RSS to "all natural vegetation communities."

***Comment:*** BIO-4: The worker training measure should have more specificity about how frequently the training will occur, what will trigger training, and where will it occur. This long, linear project may occur over a relatively long timeframe. Personnel can shift and change. More specificity should be provided on when and how often training needs to occur.

**Recommended response/action:** Clarification for BIO-4 will include requiring environmental training prior to been revised to add that all new staff would be trained prior to working on the project.

***Comment:*** BIO-14: While ratios are useful to understand offsets, Caltrans and the Riverside County Transportation Department (RCTD) must demonstrate equivalency or superior preservation. The Wildlife Agencies' focus will be whether the spatial and temporal offsets demonstrate biological equivalency rather than ratios.

**Recommended response/action:** The DBESP (BIO-13) will be prepared and address adequate compensation and biological equivalency of replacement.

***Comment:*** BIO-18: Please see notes above regarding nesting bird season dates in BIO-1. Nesting bird surveys should be completed within 3-days prior to these activities, to determine if birds are nesting and not rely on potentially inaccurate seasonal dates. This is especially true since some of these areas are mitigation lands, reasonable efforts should be taken to avoid or minimize disturbance to nesting birds from noise.

**Recommended response/action:** BIO-18 was included to reduce potential noise effects on birds nesting adjacent to the project within Cajalco Creek and Temescal Creek. ICF will add to the measure "A biological monitor shall monitor at the edge of the project limits of disturbance along riparian habitats to ensure noise levels do not result in a disruption to nesting birds." In addition, BIO-27, will include the methods that will be used for preconstruction nesting bird surveys (including timing of surveys, avoidance buffers, etc) and will be reviewed and require approval from the Wildlife Agencies. This will ensure that any birds nesting adjacent to the impact area will not be affected by construction noise.

***Comment:*** BIO-23: Occupied LBV habitat is typically of high value, the proposed offset must demonstrate that replacement habitat is biologically equivalent or superior. If one of the compensatory offsets is creation, then this ratio may be reasonable, but the proposed mitigation needs to provide sufficient information to support an appropriate offset. Please include sound as a temporary impact in addition to removal of vegetation.

**Recommended response/action:** The word "minimum" will be added to the measure so that it is clear that the ratios provided are only the minimum required to accommodate for differences in habitat quality. The DBESP report (BIO-13) will breakout different mitigation ratios for occupied LBV habitat, than areas

that just have suitable habitat to ensure that replacement is biologically equivalent or superior than existing conditions.

**Comment:** BIO-26: The Department requests review and approval of the Bat Management Plan.

**Recommended response/action:** CDFW will be added to the list of reviewers/approvers of the Bat Management Plan.

We appreciate the opportunity to provide comments on this draft NES, and look forward to ongoing Project related discussions with Caltrans and RCTD. If you have any questions or comments regarding the above subject matter, please contact Heather Pert or myself via the contact information listed below.

Sincerely,  
Heather A. Pert, PhD  
Senior Environmental Scientist (Supervisor)  
Inland Deserts Region  
California Department of Fish and Wildlife  
3602 Inland Empire Blvd, Ontario, CA  
858-395-9692

and

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John M. Taylor  
Fish & Wildlife Biologist  
U.S. Fish and Wildlife Service - Palm Springs  
777 East Tahquitz Canyon Way, Suite 208  
Palm Springs, CA 92262  
760-322-2070 x418  
[john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov)

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**From:** Kerwin Russell [<mailto:russell@rcrcd.org>]  
**Sent:** Monday, August 20, 2018 11:19 AM  
**To:** Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>  
**Cc:** Arlee Montalvo <[montalvo@rcrcd.org](mailto:montalvo@rcrcd.org)>; Shelli Lamb <[lamb@rcrcd.org](mailto:lamb@rcrcd.org)>  
**Subject:** cajalco road

Keturah:

Please find attached Riverside-Corona RCD comments on the Cajalco NES.

Thank you.

Kerwin Russell  
Natural Resources Manager  
Riverside-Corona Resource Conservation District

- 1) **Comment (restated):** The boundaries of RCRCd lands mapped in the NES are incorrect. This may affect the impacts on sensitive resources on RCRCd lands.  
Recommended response/action: ICF has been coordinating with RCRCd to confirm current, accurate boundary information. Once confirmed with RCRCd, calculations involving RCRCd lands will be rerun and impacts updated the in the NES.
- 2) **Comments (restated):** Incorrectly mapped RCRCd lands and vegetation. Affects how much sensitive natural vegetation communities are impacted on RCRCd lands.
  - a. Generally disagreement with classification of ruderal vegetation in the vicinity of Cajalco Creek. RCRCd has documented alkali meadow and wetlands in this area.  
Recommended response/action: The area in question within Bedford Wash cited by RCRCd occurs outside of any project impact areas. Areas of the project within Bedford Wash were reviewed for rare plants and delineated for jurisdictional waters; none were found. Conditions change over time. If RCRCd has valid and usable documentation of vegetation communities within the project survey area to share, that differ from conditions currently described in the NES, it will be incorporated into the NES based on Holland 1986, and the NES updated as appropriate.
  - b. Unvegetated mapped within Bedford wash but is currently vegetated with mulefat scrub.  
Recommended response/action: Conditions change over time. Photo documentation of the area in question provided RCRCd, dated 2017, indicates that the area is vegetated. Because the documentation provided by RCRCd may be considered reliable and valid data that clearly indicates vegetation types within the area in question, it will be incorporated into the NES and the NES updated as appropriate.
  - c. General disagreement with vegetation community classifications. Prefer use of 2009 2<sup>nd</sup> edition of California Manual of California Vegetation, rather than Holland.  
Recommended response/action: Vegetation community classifications in the 2009 Manual of California Vegetation are widely used; however, because the Cajalco Road Widening project is within the WRC MSHCP area, the classifications identified in the MSHCP, based on Holland 1986, were used. The Manual of Cal Veg is based off of alliances driven by dominant species present, whereas Holland is more based generally on the dominant species and communities biological function; both sources are valid references for classifying vegetation. Transferring to

the 2009 Manual of Cal Veg would affect the entire mapping of the project; due the size of the project, this would result in substantial cost and delay the project.

- 3) **Comment (restated):** Could not find the data collected on wildlife movement in the Bedford Wash/Temescal Wash area and would like to review it.  
Recommended response/action: Appendix I of the NES includes wildlife movement data; camera traps at Temescal Wash documented little to no activity.
- 4) **Comment (restated):** Smooth Tarplant and Paniculate Tarplant documented within the RCRCDC conservation easement west of Alexander Street. Not mapped in rare plant figures on RCRCDC lands.  
Recommended response/action: Smooth Tarplant is a Criteria Area Species and the area west of Alexander is outside of the species Survey Area, therefore no focused surveys for the species were required, as it is a Covered species. For Paniculate Tarplant, ICF did not have access to the parcel at the northwest corner of Cajalco/Alexander and the species was not found during focused studies on RCRCDC lands. Conditions change over time. If RCRCDC has valid and usable documentation of Smooth Tarplant and/or Paniculate Tarplant within the project survey area to share, it will be incorporated into the NES and the NES updated as appropriate.
- 5) **Comment (restated):** LBV suitable habitat mapped incorrectly south of Cajalco Road within Temescal Wash. In addition, LBV suitable habitat is present in the basins area adjacent to Temescal Wash; multiple LBV pairs documented in those areas. RCRCDC offered to provide their LBV data.  
Recommended response/action: Vegetation conditions may have changed since the LBV focused surveys were performed and it is not surprising that LBV may be documented within areas adjacent to a heavily LBV occupied area within Temescal Wash. Avoidance and minimization measures, including a nesting bird plan, have been incorporated into the NES to ensure full avoidance of effects on LBV during the breeding season. A USFWS 2005 record of LBV occupying the area has been referenced and considered in the NES analysis. Because the USFWS 2005 data includes LBV within the area in question, and considered in the analysis of impacts, NES updates with additional data would be expected to result in similar results. If RCRCDC has valid and usable documentation of LBV within the project survey area to share, it will be incorporated into the NES and the NES updated as appropriate.\_
- 6) **Comment (restated):** RCRCDC has observed and photo documented Burrowing Owl on the north side of Cajalco Rd within their conservation easement west of Alexander.  
Recommended response/action: Although burrowing owl was not documented during focused studies in this area, burrowing owl is a mobile species and can occur at any time. The NES includes avoidance and minimizations measures to address potential occurrence of burrowing owl, including a burrowing owl management plan, to ensure no impacts on this species. NES updates with additional data would be expected to result in similar results; no change to NES is proposed.
- 7) **Comment (restated):** RCRCDC wants to make sure we have considered their access to their properties.  
Recommended response/action: The project has been designed to integrate with existing access routes and roads off of Cajalco Road. No change to NES is proposed.



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**From:** Robertson, Glenn@Waterboards <Glenn.Robertson@waterboards.ca.gov>  
**Sent:** Wednesday, September 20, 2017 6:19 PM  
**To:** Zambon, Mary  
**Cc:** Anderson, Keturah  
**Subject:** Dos Lagos Golf Course Project, Corona, Letters Providing Final History on Confluence Area  
**Attachments:** 13 - Dos Lagos Final Acknow of Compliance on Mit Sites- Bankruptcy-MGA-JES.pdf; 17 - Completion of Req, Pending Rescission for WDRs, Roger Chortiuk.pdf; 18 - 15- Transfer of Dos Lagos Project WDRs and Certification to TFA, LLC, Watermarke Properties, DiLello-Chortiuk-MGA for KVB-Final.pdf; 19 -Dos Lagos Rescission Order for WDRs, effectively 401.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Mary and Keturah, these are some of the last letters to Dos Lagos site managers, selected in numerical order to provide you historical continuity of mitigation projects conducted throughout the Golf Course Project area. You will note the discussion of the end of RWQCB mitigation and the transfer from owner TFA to RCRCDD of an area around the Temescal Canyon Wash/Bedford Canyon Wash confluence. The transfer finally occurred after we rescinded our permit and concluded requirements for our 401 Certification. Arlee Montalvo has likely shown you RCRCDD holdings already.

Thank you all again for the good discussion today. We'll get back to you. Glenn Robertson

Glenn S. Robertson  
Engineering Geologist, M.S., PG  
Basin Planning Coastal Waters Section, CEQA Coordinator  
Santa Ana Regional Water Quality Control Board  
3737 Main Street, Suite 500  
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Phone: 951-782-3259  
Fax: 951-781-6288  
Email: Glenn.Robertson@waterboards.ca.gov

# California Regional Water Quality Control Board

## Santa Ana Region



Linda S. Adams  
Acting Secretary for  
Environmental Protection

3737 Main Street, Suite 500, Riverside, California 92501-3348  
Phone (951) 782-4130 • FAX (951) 781-6288  
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Edmund G. Brown, Jr.  
Governor

February 11, 2011

Ali Sahabi, President  
SE Corporation  
P.O. Box 77756  
Corona, CA 92877

### **STATUS OF COMPLIANCE WITH WASTE DISCHARGE REQUIREMENTS ORDER NO. R8-2003-0015 AND CLEAN WATER ACT SECTION 401 CERTIFICATION (FILE NO. 332000-05), DOS LAGOS PROJECT, CORONA AREA, RIVERSIDE COUNTY**

Dear Mr. Sahabi:

Regional Board staff acknowledges that SE Corporation (SE) has established all mitigation sites required by Waste Discharge Requirements Order No. R8-2003-0015 (Order) and Clean Water Act (CWA) Section 401 Water Quality Standards Certification (Certification; our File No. 332000-05) for the Dos Lagos Project<sup>1</sup>.

On November 18, 2010, the mitigation sites required by the Order and Certification were inspected by Glenn Robertson, of this office, and SE's Brian Moore. The inspection confirmed that SE had completed the construction of all mitigation required by the Regional Board pursuant to the Order and Certification. Board staff finds that the mitigation sites are supporting beneficial uses and providing the environmental functions intended. However, mitigation compliance is not complete until all required mitigation monitoring has been completed and is reported.

We are aware that because of bankruptcy, SE no longer controls the Dos Lagos project. We are communicating with Dos Lagos' creditor, Bank of America, via its agent, regarding the transfer of the Order and Certification to them. We have advised the Bank's agent that there are outstanding mitigation monitoring and reporting requirements that need to be satisfied before full compliance with the Order and Certification can be achieved. We intend to continue to observe the mitigation sites to assess progress

<sup>1</sup> On January 17, 2003, the Regional Board adopted Order No. R8-2003-0015 for SE Corporation, Inc., for the Dos Lagos Project (Project) in Temescal Canyon. The Order specifies mitigation measures (in Attachment A of the Order) to be conducted around a 12.8-acre area of Temescal Creek, Reach 2 (Temescal Canyon Wash) that flows through the central and northeastern part of the Project site, as compensation for the filling of isolated wetland waters of the state in the northwestern part of the project site. Separately, CWA Section 404 Permit No. 980044200-RRS (US Army Corps of Engineers) and the referenced Certification were issued for impacts to Temescal Creek from SE's construction of the Dos Lagos Golf Course. Requirements for annual reporting on conservation easements for Temescal Creek and upland areas remain in effect.

toward compliance with final success criteria. Once success criteria are met and reported, we will take steps to have Order No. R8-2003-0015 rescinded by the Regional Board.

Our December 29, 2005 letter, attached, summarized the status of mitigation compliance at that time, and we anticipated that there would be more mitigation area provided than what was required. The current status of mitigation sites (derived from the Order's Attachment A) is summarized below:

1. Temescal Wash Restoration: 8.70 acres are required. To comply with the project's CWA Section 404 Permit, issued by the U.S. Army Corps of Engineers, and this office's CWA 401 Certification:

**12.8 acres of riparian habitat were restored** and included in a conservation easement, resulting in a **surplus of 4.1 acres of riparian habitat** restored and conserved.

2. Wetland Creation: 1.70 acres are required. Seven wetland, upland seasonal pond, and/or riparian drainage sites were established:
  - Area 1: 0.10 acre
  - Upland Area 2: 0.33 acre
  - Areas 3, 4, 4a, and "Area Between 3 and 4": 1.97 acres
  - Upland Area 5: 0.05 acre.

**2.45 acres of wetlands were created**, resulting in a **surplus of 0.75 acre.**

A wet meadow proposed for the northern part of the golf course (near Hole 6) proved impracticable and was abandoned. This did not result in non-compliance with the Order or the Certification.

3. Bioswale Creation: 0.50 acre is required (identified as "open-space drainage" in the Order). Two bioswales to treat runoff were to be established:
  - Eastern Bioswale; 1.37 acres  
(This bioswale, along the eastern side of the golf course, was planted with native grasses in its upper reach, and with riparian plants in its lower reach at Temescal Creek.)
  - Northern Bioswale: 0.62 acre  
(The bioswale, along the northwestern perimeter of the golf course, has grown cattails and willows.)

**1.99 acres of bioswales were created**, resulting in a **surplus of 1.49 acres.**

4. Golf Course Ponds, Riparian Planting, and Lake Creation: 7.00 acres required. Five open water bodies were established:

- Two lakes ("Dos Lagos"): 4.00 acres
- Three golf course ponds: 4.32 acres

**8.32 acres of open-water bodies were created, resulting in a surplus of 1.32 acres.**

The requirement for "Riparian planting" was resolved by crediting surplus wetland, bioswale, and golf course pond acreage.

5. For the Order - Bedford Canyon Wash (BCW) / Temescal Creek confluence channel modification mitigation: 1.30 acres required. The following mitigation activities have been taken:

- BCW Area 1 - remove non-native trees and debris: 0.72 acre
- BCW Area 2 - remove debris and plant mulefat stakes: 0.23 acre
- BCW Area 3 - remove exotic vegetation: 0.45 acre

**1.40 acres of mitigation activities are credited, resulting in a surplus of 0.10 acre.**

6. For the Certification - BCW / Temescal Canyon Road Bridge construction: 0.42 acre mitigation required. The following mitigation activities have been taken:

- Bridge Area 1 - construct planters; plant with riparian plant species: 0.05 acre
- Bridge Area 2 - establish mulefat scrub at terminus of armored channel: 0.13 acre
- Bridge Area 3 - establish native alluvial scrub in the BCW floodplain: 0.37 acre

**0.55 acre of mitigation activities is credited, resulting in a surplus of 0.13 acre.**

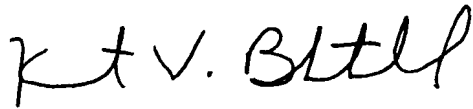
In summary, SE provided **26.96 acres of mitigation** in compliance with the Order, with **7.76 of those acres credited as surplus** mitigation. Additionally, in compliance with the Certification, SE provided 0.55 acre of mitigation, with 0.13 acre credited as surplus. Regional Board staff believes that SE, or its successors, may use the surplus mitigation acreage credit described above to mitigate "in-type" impacts to water quality standards elsewhere on the project site, subject to approval of the Board's Executive Officer.

We gratefully acknowledge SE Corporation's staff and consultants for their cooperation and diligence in working toward compliance with the mitigation requirements in the Board's Order and Certification.



If you have any questions, please call Glenn Robertson at (951) 782-3259, [grobertson@waterboards.ca.gov](mailto:grobertson@waterboards.ca.gov), or Mark Adelson, Chief of the Regional Planning Programs Section, at (951) 782-3234 or [madelson@waterboards.ca.gov](mailto:madelson@waterboards.ca.gov).

Sincerely,



Kurt V. Berchtold  
Executive Officer

Attachment: December 29, 2005 letter to Ali Sahabi

Cc w/attach: Brian Moore - [bmoore.riverside@gmail.com](mailto:bmoore.riverside@gmail.com)  
Bonnie Montoya-May - [bmontoya-may@earthlink.net](mailto:bmontoya-may@earthlink.net)  
EARSi, Julie Fontaine/Priya Finnemore, - [Julie@earsi.com](mailto:Julie@earsi.com) , [Priya@earsi.com](mailto:Priya@earsi.com)  
U.S. Army Corps of Engineers, Los Angeles, Forrest Vanderbilt  
U.S. Fish and Wildlife Service, Carlsbad - Kathleen Pollett  
CDFG Inland Empire Office, Ontario - Jeff Brandt / Kim Freeburn  
Riverside-Corona Resource Conservation District, Riverside - Shelli Lamb  
Best, Best and Kreiger, Riverside, Steve Anderson - [Steve.Anderson@bbklaw.com](mailto:Steve.Anderson@bbklaw.com)  
City of Corona - Michelle Hinderson

X:Groberts on Magnolia/Data/ 13- SE Mitigation Compliance letter, Dos Lagos Project - MGA2-JES.doc



# California Regional Water Quality Control Board

## Santa Ana Region



Alan C. Lloyd, Ph.D.,  
Agency Secretary

3737 Main Street, Suite 500, Riverside, California 92501-3348  
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<http://www.waterboards.ca.gov/santaana>

Arnold Schwarzenegger  
Governor

December 29, 2005

Ali Sahabi, President  
SE Corporation  
2505 Weirick Road  
Corona, CA 92883

### **CHANGE OF MITIGATION SITES AT DOS LAGOS PROJECT, SE CORPORATION, TEMESCAL CANYON, RIVERSIDE COUNTY, ORDER NO. R8-2003-0015**

Dear Mr. Sahabi:

On January 17, 2003, the Regional Board adopted Order No. R8-2003-0015 (Order) for SE Corporation, Inc. (SE), which is constructing the Dos Lagos Project in Temescal Canyon. The Order specifies mitigation measures to be conducted in and around a 12.8-acre part of Temescal Creek, Reach 2 (Temescal Wash) that flows through the project construction areas, including a golf course, as compensation for the filling of isolated wetlands in the northwestern project area. Attachment A of the Order lists mitigation measures to be completed, as well as water-quality enhancements on the property to be achieved through specific Best Management Practices (BMPs).

Within the 12.8 acres of Temescal Wash where the Order prescribed restoration of riparian vegetation (currently underway), 1.70 acres of wetlands were to be created next to the stream flowing in the wash. However, this wetlands creation remained controversial following adoption of the Order because the mitigation manager, the Riverside-Corona Resource Conservation District's (RCRCD) Kerwin Russell, recognized that any portion of the active channel originally targeted for wetland restoration would in fact be periodically scoured by high velocity, high volume flows. This was discussed during a September 22, 2004 meeting between SE's Bonnie Montoya-May and Glenn Robertson of this office. Observations of the geomorphic changes to Temescal Wash resulting from storm flows in the creek during the winter of 2004-05 supported the conclusion that wetlands created at any locations originally considered would have little to no probability of long-term success.

During a January 5, 2005 meeting, Ms. Montoya-May, Mr. Russell, and Mr. Robertson agreed that SE and RCRCD staff would identify replacement wetland mitigation for the 1.70 acres of created wetlands specified in the Order and propose that Regional Board staff accept this acreage in lieu of the riparian wetlands listed in Attachment A of the Order. The replacement acreage would be collectively equal to or greater than the 1.70 acres of created wetlands required by the Order and, likewise, the habitat quality of the wetland created would meet or exceed the originally intended value. Throughout 2005, Ms. Montoya-May has worked with Mr. Russell and golf course designers to determine additional acreage on the project site that can be transformed into functional wetlands

that will satisfy the intent of the Order and be off of the golf course and not accessible to players.

On September 20, 2005, Ms. Montoya-May submitted descriptions of the proposed wetland mitigation sites. During a field meeting on October 14, 2005, Mr. Robertson and Ms. Montoya-May visited these sites. On November 15, 2005, SE submitted a complete proposal accounting for all mitigation sites, along with their acreages and varying native plant palettes, as part of its 2004-2005 Annual Report (Annual Report). Section C.2., Provisions of Order No. R8-2003-0015, requires that, "...any changes to the mitigation plan shall be implemented with prior approval from the Executive Officer of the Regional Board." Pursuant to that requirement, Regional Board staff has conducted the following evaluation of the proposed mitigation sites for consideration of approval by the Executive Officer:

**Wetlands.** Seven small "pocket" wetlands are already in various stages of creation and planting on the perimeter of the golf course. We anticipate that these sites, constituting 1.98 wetland acres, will eventually achieve the functional wetland quality and beneficial uses originally intended for the 1.70 acres of wetland specified in the Order. An eighth dedicated area connecting Wetland Areas #3 and #4 is being weeded and watered to re-establish facultative native plants, but it will have no other restorative work and is not expected to meet wetland criteria. This eighth area has not been surveyed, but Mr. Robertson conservatively estimates it to be approximately 0.02 acre, for a total credit of 2.00 acres for this category (**a surplus of 0.30 ac**). The success of the establishment of these wetlands must be monitored as specified in Monitoring and Reporting Program No. R8-2003-0015, Section B.2. c and d.

In most cases, runoff from the course will drain to basins and bioswales and away from these wetlands. Four of the eight sites are located along a natural terrace approximately 15 feet above the eastern bank of Temescal Wash and 7 feet below the western edge of the course. These four sites will be irrigated.

**Bioswales.** The single 0.50-acre "open-space drainage" prescribed by the Order will be replaced by 4.60 acres of bioswale drainages (**a surplus of 4.10 ac**). A long bioswale containing native grasses will cross the east-central portion of the golf course, between a natural swale and Temescal Wash, for the purpose of collecting and treating golf course runoff. Two more bioswales will intersect in the northern end of the course and drain toward Bedford Canyon Wash.

**Golf Course Ponds and Riparian Planting.** Three golf course ponds constituting a total of 4.32 acres have replaced the two ponds totaling 2.00 acres required in the Order (**a surplus of 2.32 ac**). Originally, riparian planting was to occupy fifty percent of the total pond perimeters, for a total area of one acre. SE considered additional perimeter riparian plantings around these to provide the 1.7 acres of replacement wetlands discussed above. However, during the September 22, 2004, meeting, Regional Board staff determined that quality wetland habitat would take precedence over pond habitat, which would likely prove to be less diverse and of lower quality. Board staff has accepted SE staff's proposal to provide a net increase of open water, in exchange for allowing the ponds to be lined. Pond linings may effectively exclude most aquatic

vegetation. Although this agreement reduces the area of riparian vegetation adjoining the golf course ponds, a "dry-wetland" plant mix will be planted on 0.17 acre (Wetland Area #1) adjoining the northernmost pond. We believe that the wetland mitigation currently proposed continues to satisfy the intent of the Order.

**New Lake Creation.** The two decorative lakes ("Dos Lagos") intended for creation over the approximate site of the original isolated wetlands are scheduled for construction in early 2006. They are expected to provide a total of 4.00 ac of open water (**no change**).

**Flood Control Delta and Riparian Planting for Bedford Canyon Wash.** The Bedford Canyon Wash/Temescal Canyon Wash confluence is located at the northern end of the project area immediately south of Cajalco Road. The Order (Attachment A, Part 6) requires unspecified efforts from SE to alleviate scour and restore vegetation in a 1.30-acre part of a SE-owned 5.00-acre parcel that includes the confluence, in partnership with the RCRCD and other agencies. However, the Annual Report states (p. 12-13; Exhibit 6) that upstream channel improvement related to construction of a road bridge over Bedford Canyon Wash (not a part of the Order) constitutes a phase of restoration of the confluence area, and that SE intends to donate the entire 5.00 acres to RCRCD, or to an agency identified to be under the direction of RCRCD, who would assume SE's restoration and management obligation for the 1.30-acre portion. SE proposes that they receive mitigation credits for this donation even though they would not conduct or finance the restoration of this 1.30-acre site. In our view, this does not constitute mitigation or count toward mitigation credit.

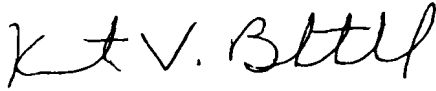
We believe that because no restoration has commenced within the 1.30-ac portion of the confluence specific to the Order, SE must cause this restoration to commence, or affirm that it will be done, before the final disposition of the 5-acre parcel is determined. Therefore, we request that SE, or the party who will conduct the mitigation submit a design proposal for an appropriate mitigation measure(s), with a schedule for financing and constructing it, as soon as possible but not later than February 28, 2006, so that all prescribed mitigation measures can be timely completed.

Aside from the Bedford Canyon Wash confluence issue, this letter approves the other mitigation site proposals. To date, SE has committed to mitigate a total of 6.72 acres (0.30 acres of wetlands, 4.10 acres of bioswales, 2.32 acres of open water) in excess of the required number of acres, as shown in Attachment A of the Order. If any deviation occurs from the acreages projected in your 2004-2005 Annual Report, please promptly notify this office. When all mitigation identified in the Order and subsequently described (including in this letter) is completed and Board staff finds that mitigation sites appear to be supporting the beneficial uses (or, in the case of bioswales, providing the water quality treatment function) intended, we will send SE a letter acknowledging compliance with the mitigation requirements of the Order as shown in Attachment A thereof. This letter will include an accounting of the qualifying mitigation (including type of features - wetlands, ponds, etc.- description, location and acreages). SE may then use any mitigation that is surplus to the acreages needed to comply with the Order for other purposes that are consistent with the mitigation already conducted.



If you have any questions, please call Glenn Robertson at (951) 782-3259, or Mark Adelson, Chief of the Regional Planning Programs Section, at (951) 782-3234.

Sincerely,



for Gerard J. Thibeault  
Executive Officer

cc: Riverside-Corona Resource Conservation District, Riverside – Kerwin Russell  
CDFG Inland Empire Office, Ontario - Scott Dawson



EDMUND G. BROWN JR.  
GOVERNOR

MATTHEW RODRIGUEZ  
SECRETARY FOR  
ENVIRONMENTAL PROTECTION

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**Santa Ana Regional Water Quality Control Board**

September 28, 2012

Roger F. Chortiuk  
Property Manager, TFA, LLC  
Watermarke Properties  
410 North Main Street  
Corona, CA 92880

**COMPLETION OF REGIONAL BOARD REQUIREMENTS FOR TFA, LLC MITIGATION SITES AND PENDING RESCISSION OF DOS LAGOS PROJECT WASTE DISCHARGE REQUIREMENTS, SOUTHERN CORONA**

Dear Mr. Chortiuk:

Regional Board staff have reviewed the final "Year 6 Compensatory Habitat and Water Quality Mitigation Management & Monitoring Report" (Report) submitted on June 7, 2012 for the Dos Lagos Project, Corona.

The submittal follows Board staff's May 3, 2012 inspection of the mitigation areas that have been enhanced and maintained in compliance with the Regional Board's Order No. R8-2003-0015 (January 17, 2003, Waste Discharge Requirements for the Dos Lagos Project (WDRs)); the November 30, 2001, Clean Water Act Section 401 Water Quality Standards Certification, amended September 26, 2006, our File No. 332000-05 (Certification); and our February 29, 2012, letter outlining steps toward final completion of requirements for the WDRs and Certification. We concur with the Report's analyses and recommendations for these mitigation areas, all of which appear to have met success criteria that have been established for them.

You have complied with the applicable requirements and conditions of the WDRs and the Certification. We will recommend rescission of the WDRs by the Regional Board in the near future. We will send you a notice of the Regional Board meeting at which the rescission will be considered, typically as a consent calendar item without discussion. In the meantime, Board staff have taken steps to assure that you do not receive an invoice requiring the payment of annual waste discharge permit fees. If you receive such a notice, please advise us at once so that we can take appropriate corrective steps.

Mitigation that satisfies Certification conditions has also met success criteria. The Certification itself remains in effect, as it supports the existing Clean Water Act Section 404 Permit No. 980044200-RRS issued by the U.S. Army Corps of Engineers. If any new construction or maintenance that affects Temescal Canyon Wash (i.e., bridge, channel

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CAROLE H. BESWICK, CHAIR | KURT V. BERCHTOLD, EXECUTIVE OFFICER

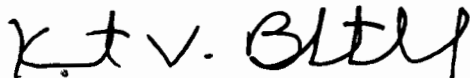
3737 Main St., Suite 500, Riverside, CA 92501 | [www.waterboards.ca.gov/santaana](http://www.waterboards.ca.gov/santaana)

modification, etc.) is planned, please contact the Corps and our office for consideration of new permit applications.

Thank you for their cooperation in concluding these mitigation requirements.

If you have any questions, please contact Glenn Robertson of our Regional Planning Programs Section at (951) 782-3259 or at [grobertson@waterboards.ca.gov](mailto:grobertson@waterboards.ca.gov), or Mark Adelson, Chief of our Regional Planning Programs Section, at (951) 782-3234 or at [madelson@waterboards.ca.gov](mailto:madelson@waterboards.ca.gov)

Sincerely,



Kurt Berchtold  
Executive Officer  
Santa Ana Regional Water Quality Control Board

cc: U.S. Army Corps of Engineers, Prado Dam Office – James Mace  
U.S. Fish and Wildlife Service – Karin Cleary-Rose  
California Department of Fish and Game, Ontario – Kim Freeburn-Marquez  
City of Corona – Michele Hindersinn  
Riverside-Corona Resource Conservation District – Arlee Montalvo

X:Groberts on Magnolia/Data/CEQA/Template and Administrative/Dos Lagos Project/17 Dos Lagos Project Rescission of WDRs, 401  
Completion, Watermarke Properties, Corona Sept 2012 –MGA-JES-KVB.doc



# California Regional Water Quality Control Board

## Santa Ana Region



**Matthew Rodriguez**  
*Secretary for  
Environmental Protection*

3737 Main Street, Suite 500, Riverside, California 92501-3348  
Phone (951) 782-4130 • FAX (951) 781-6288  
[www.waterboards.ca.gov/santaana](http://www.waterboards.ca.gov/santaana)

**Edmund G. Brown Jr.**  
*Governor*

February 29, 2012

Roger F. Chortiuk  
Property Manager  
Watermarke Properties  
410 North Main Street  
Corona, CA 92880

### **TRANSFER OF DOS LAGOS PROJECT WASTE DISCHARGE REQUIREMENTS AND 401 CERTIFICATION TO TFA, LLC (WATERMARKE PROPERTIES)**

Dear Mr. Chortiuk:

This letter acknowledges that on February 28, 2012, TFA, LLC (TFA) a Nevada limited liability company and a subsidiary of Watermarke Properties, submitted a letter to staff of the Regional Water Quality Control Board (Regional Board) stating that TFA will accept responsibility and transfer of the Regional Board's Waste Discharge Requirements, Order No. R8-2003-0015 (Order), and Clean Water Act Section 401 Water Quality Standards Certification, File No. 332000-05 (Certification), for the "Dos Lagos Project" in Corona. The Order and Certification were originally issued to SE Corporation, Inc. (SE) for its "Dos Lagos Project."

In 2010, Quality Properties Asset Management Company (QPAM, a subsidiary of Bank of America) acquired title to real property previously owned by Dos Lagos Golf Course Land, LLC, an affiliate of SE. QPAM served solely in a receivership function. Effective September 9, 2011, QPAM sold this property (referred to as the Dos Lagos Golf Course) to TFA, according to a September 23, 2011 letter from Peter DiLello notifying the Regional Board of the change in ownership.

Remaining responsibilities and requirements of the Order and Certification, discussed below, pertain to the golf course real property and are hereby transferred to TFA, LLC. This transfer is retroactive to September 9, 2011, the date of TFA's acquisition of title to, and control of, the parcels constituting the golf course real property. Most of the responsibilities and requirements have been previously satisfied by SE, then by QPAM through mitigation work during the summer of 2011.

In order to satisfy requirements of the Order and Certification, success criteria and mitigation site identification were established for the Dos Lagos Project in the April 21, 2008 Habitat Mitigation and Monitoring Plan (HMMP), prepared by Environmental and Regulatory Specialists, Inc. for SE. On October 5, 2011, QPAM submitted a "Year 5 Compensatory Habitat and Water Quality Mitigation Management and Monitoring Report" (Year 5 Report) that compares site progress to HMMP success criteria. Following



Regional Board staff review of the Year 5 Report, the remaining responsibilities and requirements are:

- 1) **Resolution of proposed transfer of northernmost 5-acre parcel, including one mitigation site.** Six of the mitigation sites have been located in, or associated with, the 5-acre parcel constituting the northernmost golf course property located east of Temescal Canyon Road and south of Cajalco Road. The Riverside-Corona Resource Conservation District (RCRCD) has proposed to purchase and/or accept transfer of this 5-acre parcel from TFA. In the event that the proposed purchase and/or transfer does not occur, or transfer is made to a different party than RCRCD, please continue the monitoring, reporting, and maintenance program for 401 Certification Amendment Mitigation Planting Area 3 (Planting Area 3), one of the six mitigation sites within that parcel, and consult with Regional Board staff concerning eventual compliance with success criteria.

Regional Board staff has reviewed the Year 5 Report and now considers the other five mitigation sites in the 5-acre parcel to have completely met success criteria and to be finished<sup>1</sup>. However, scrub and herbaceous native plant cover in Planting Area 3, in its third year of restoration, has not yet achieved the "greater than 50% coverage" criteria set by Regional Board staff on May 5, 2011 in order to relax the HMMP's criteria specifying a five-year monitoring period. We recognize that:

- Significant weeding and debris removal work conducted by RCRCD and contractors during the summer of 2011 has created a greater opportunity at Planting Area 3 (and other sites) for native plants to outcompete non-native plants; and,
- RCRCD's probable stewardship of the 5-acre parcel will achieve restoration goals that are equivalent to those in the HMMP.

Therefore, Regional Board staff is willing to forego further Planting Area 3 mitigation pursuant to the HMMP, in deference to the RCRCD's restoration goals for this site. We are able to conclude that if RCRCD controls Planting Area 3, then mitigation requirements for Planting Area 3 will be satisfied. For both the Order and Certification, all of our required mitigation within this 5-acre parcel will be considered complete upon transfer of that parcel's ownership from TFA to RCRCD.

- 2) **Mitigation sites outside of 5-acre parcel.** The monitoring and reporting of other mitigation sites outside and south of the 5-acre parcel (see Year 5 Report) likewise use success criteria established in the HMMP. All of these sites (riparian, emergent wetland, upland, bioswale, and open water) have achieved at least interim success criteria. From Regional Board staff review of the Year 5 Report, we note that only emergent wetland Site 1A and the stream terrace mitigation sites beside Temescal Creek-- Sites 3, 3/4, 4, and 4A -- have not yet achieved ultimate success criteria, identified as self-sustaining functional goals after a second year

<sup>1</sup> 401 Certification Amendment Mitigation Planting Area 1, consisting of upland planting in planters adjacent to the Bedford Canyon Wash Bridge, is complete and not under TFA control.

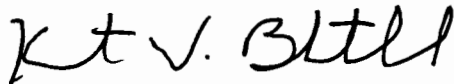
with no irrigation. For each of these sites, including the upper segment of the Eastern Bioswale, please follow respective recommendations in the Year 5 Report this winter for weeding, minor planting, and other continued maintenance measures.

A Year 6 Report, similar to the Year 5 Report, should be submitted by May 1, 2012 that discusses compliance with success criteria for all sites, particularly those cited above. Open water sites, including the twin Dos Lagos lakes that are no longer under your control, have previously met success criteria and no further reporting on their status is necessary. We are available to consult with you regarding the achievement of these mitigation goals.

- 3) **Annual fees.** Attendant to the Order is the remittance of annual fees to the State Water Resources Control Board (\$1,521.00 per fiscal year, beginning with the current 2011-12 fiscal year). The ongoing Certification does not have an annual fee. A new project within the golf course property that involves dredge and/or fill to waters of the U.S. will require a new Certification and fee.

If you have any questions, please contact Glenn Robertson of our Regional Planning Programs Section at (951) 782-3259 or at [grobertson@waterboards.ca.gov](mailto:grobertson@waterboards.ca.gov), or Mark Adelson, Chief of our Regional Planning Programs Section at (951) 782-3234, or [madelson@waterboards.ca.gov](mailto:madelson@waterboards.ca.gov)

Sincerely,



Kurt V. Berchtold  
Executive Officer  
Santa Ana Regional Water Quality Control Board

cc: U.S. Army Corps of Engineers, Prado Dam office – James Mace, [James.E.Mace@usace.army.mil](mailto:James.E.Mace@usace.army.mil)  
U.S. Fish and Wildlife Service, Carlsbad – Karin Cleary-Rose, [Karin\\_Cleary\\_Rose@fws.gov](mailto:Karin_Cleary_Rose@fws.gov)  
California Department of Fish and Game, Ontario – Jeff Brandt/Kim Freeburn-Marquez, [kfreeburn@dfg.ca.gov](mailto:kfreeburn@dfg.ca.gov)  
Riverside- Corona Resource Conservation District – Shelli Lamb/Arlee Montalvo/Steve Anderson, [lamb@rcrcd.com](mailto:lamb@rcrcd.com)  
County of Riverside Transportation and Land Development Agency – Mary Zambon, [mzambon@RCTLMA.org](mailto:mzambon@RCTLMA.org)  
TFA, LLC, Corona – Christine Goeyvaerts, [ckellogg.adamsinvestments@gmail.com](mailto:ckellogg.adamsinvestments@gmail.com)

X:Groberts on Magnolia/Data/CEQA/Template and Administrative/Dos Lagos Project/15-Transfer of Dos Lagos Project WDRs and Certification to TFA, LLC, Watermarke Properties, DiLello-Chortiuk- MGA for KVB-Final.doc

California Regional Water Quality Control Board  
Santa Ana Region

Order No. R8-2013-0004

Rescission of Waste Discharge Requirements  
for  
Specific Dischargers

The California Regional Water Quality Control Board, Santa Ana Region (hereinafter Board), finds that:

1. The orders listed in Attachment "A" were issued by the Board at various times to dischargers described therein. Attachment "A" is hereby made a part of this order. The orders for the dischargers listed in Attachment "A" are no longer necessary because the discharge has ceased, the facility is no longer in business or the project has been completed, or facilities have been constructed in compliance with a time schedule order.
2. This action is based on the fact that specific discharges have ceased or the project has been completed. As such, this action is exempt from the requirements of the California Environmental Quality Act in accordance with Section 15061(b)(3), Chapter 3, Title 14 of the California Code of Regulations.
3. The Board has notified the dischargers and interested agencies and persons of its intent to rescind the orders for the dischargers listed in Attachment "A" and has provided them with an opportunity to submit written comments and recommendations.
4. The Board, in a public meeting, heard and considered all comments pertaining to the rescission of waste discharge requirements.

**IT IS HEREBY ORDERED** that the orders listed in Attachment "A" be rescinded.

I, Kurt V. Berchtold, Executive Officer, do hereby certify that the foregoing is a full, true, and correct copy of an Order adopted by the California Regional Water Quality Control Board, Santa Ana Region, on March 22, 2013.

---

Kurt V. Berchtold  
Executive Officer

**ORDER NO. R8-2013-0004**

**Attachment "A"**

	<b><u>Order No.</u></b>	<b><u>Discharger and Facility Location</u></b>	<b><u>Reason for Rescission</u></b>
1	86-59	R.D. Bergquist dba Farmer's Fertilizer Company, 15087 Cypress Avenue, Chino	Facility is no longer in operation. WDR no longer required
2	R8-2003-0015	SE Corporation, Dos Lagos Project, Temescal Canyon Road, Corona	Project has been completed. WDR no longer required
3	86-100	Campus Crusade for Christ WWTP, 24600 Arrowhead Springs, San Bernardino	Facility is no longer in operation. WDR no longer required
4	R8-2012-0036	FR/Cal Moreno Valley, LLC, Nandina Distribution Center, Moreno Valley	Project has been completed. WDR no longer required
5	TSO R8-2004-0067, amended by Order No. R8-2012-0035	Orange County Sanitation District, Wastewater Treatment Facilities, Fountain Valley and Huntington Beach	Facilities to achieve compliance with secondary treatment standards have been constructed. Time Schedule Order no longer necessary.



**H.1.9      Draft Environmental Impact Statement and Section 4(f) Reviews –  
Agency Input and Coordination**

---

**From:** Anderson, Keturah  
**Sent:** Monday, May 3, 2021 12:31 PM  
**To:** 'thpo@morongo-nsn.gov'; 'jashlock@rivco.org'; 'LeRoy Gishi'; 'Diaz,Heriberto F'; 'ephipps@chp.ca.gov'; 'Marks,Alexander S'; 'SCarlson@mw dh2o.com'; 'phester@rctlma.org'; 'secretary@resources.ca.gov'; 'natalie.lindquist@parks.ca.gov'; 'Susan.A.Meyer@usace.army.mil'; 'meek, clifton'; citymanager@sanjacintoca.gov; 'jontiveros@soboba-nsn.gov'; 'lshraibati@mw dh2o.com'; 'john\_m\_taylor@fws.gov'; 'russell@rcrcd.org'; 'szareh@mw dh2o.com'; 'kchung@mw dh2o.com'; Rmross@rivco.org; jimmy.bramblett@ga.usda.gov; 'Sergio Felix'; 'Lopez,Maria T'; 'dkawaii@wmwd.com'; 'mfeenstra@rctc.org'; nahc@nahc.ca.gov; 'ksmith@riversideca.gov'; 'eozdil@pechanga-nsn.gov'; 'Karin\_Cleary-Rose@fws.gov'; 'pmacarro@pechanga-nsn.gov'; 'pnorlen@mw dh2o.com'; 'Porter, Kevin@CHP'; 'bshomo@wrcog.us'; 'CSTALEY@RIVCO.ORG'; 'Robertson, Glenn@Waterboards'; 'MZAMBON@RIVCO.ORG'; 'Burton, Aaron P@DOT'; 'tcampbell@rivco.org'; Joanna.Gibson@wildlife.ca.gov; 'Patel, Vital'; meissa@rivco.org; 'rhuaute@morongo-nsn.gov'  
**Cc:** 'patty.lawrence@wdc.usda.gov'; 'robert.hewitt@ca.usda.gov'; 'Diaz,Fiona F'; 'Brenda L. Tomaras'; 'Arlee Montalvo'; 'Hernandez, Gilbert'; 'Callanan,Kieran M'; 'jkalish@blm.gov'; 'lamb@rcrcd.org'; 'cdonahue@rctc.org'; 'Tony Foussat'; mranslow@achp.gov; 'tmendoza@pechanga-nsn.gov'; 'eduardo.castaneda@dot.ca.gov'; 'Bill, Jason@Waterboards'; rnelson@achp.gov; 'Cultural-dept@cahuilla.net'; 'Pena, Kent - NRCS, Madison, WI'; 'evita.premdas@dot.ca.gov'; 'Nguyen, Dat'; 'Yeung, Sean@DOT'; 'greg.hefter@aecom.com'; Calvert, Brian; 'Doesserich,Diane M'; Flores, Marisa; leslie.deavers@wdc.usda.gov  
**Subject:** Cajalco Road Widening Project STPL 5956 (195) - Status Update - Cooperating / Participating Agencies  
**Attachments:** Input\_Opps\_Matrix\_2021.pdf; Cajalco Rd Project-brief\_2021.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good afternoon-

Thank you for your continued interest in the Cajalco Road Widening Project (STPL 5956 [195]). Please find below and attached, a status summary of the cooperating / participating agency reviews and update on the progress and availability of the Draft Environmental Impact Statement (EIS). A brief project description is also attached for reference.

Cajalco Road Widening Project Environmental Status Updates:

- A Finding of Adverse Effect for the project was received from the State Historic Preservation Officer on February 17, 2021.
- The Draft EIS is anticipated to be available for cooperating / participating agency review in May 2021.
- Agency requests to review the Draft EIS prior to public circulation received to date are identified in the attached matrix.

If your agency has interest in the review and input on the Draft Environmental Impact Statement (EIS) prior to public circulation, please confirm by responding to this email by **May 6, 2021**.

A Cooperating / Participating Agencies coordination call regarding the EIS is anticipated to be held May 2021; additional information, including date and time, and an agenda, will be distributed to reviewers of the EIS in advance of the call.

Please contact us with any questions regarding the above information or the project environmental review process.

Many thanks,  
-Keturah



**KETURAH ANDERSON** | ENVIRONMENTAL PLANNING PRINCIPAL  
951.541.7684 | [keturah.anderson@icf.com](mailto:keturah.anderson@icf.com) | **ICF** | [icf.com](http://icf.com)

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---

**From:** Anderson, Keturah  
**Sent:** Thursday, May 6, 2021 3:02 PM  
**To:** heather.pert@wildlife.ca.gov; carly.beck@wildlife.ca.gov  
**Cc:** Burton, Aaron P@DOT; Zambon, Mary; Calvert, Brian  
**Subject:** FW: Cajalco Road Widening Project STPL 5956 (195) - Status Update - Cooperating / Participating Agencies  
**Attachments:** Input\_Opps\_Matrix\_2021.pdf; Cajalco Rd Project-brief\_2021.pdf  
**Importance:** High  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good afternoon-

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- The Draft EIS is anticipated to be available for cooperating / participating agency review in May 2021.
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If your agency has interest in the review and input on the Draft Environmental Impact Statement (EIS) prior to public circulation, please confirm by responding to this email by **May 10, 2021**.

A Cooperating / Participating Agencies coordination call regarding the EIS is anticipated to be held May 2021; additional information, including date and time, and an agenda, will be distributed to reviewers of the EIS in advance of the call.

Please contact us with any questions regarding the above information or the project environmental review process.

Many thanks,  
-Keturah



**KETURAH ANDERSON** | ENVIRONMENTAL PLANNING PRINCIPAL  
951.541.7684 | [keturah.anderson@icf.com](mailto:keturah.anderson@icf.com) | **ICF** | [icf.com](http://icf.com)



---

**From:** Anderson, Keturah  
**Sent:** Monday, May 3, 2021 3:15 PM  
**To:** BLM\_CA\_Web\_PS@blm.gov; Lauma.Willis@Waterboards.ca.gov; jimmy.bramblett@usda.gov; Pynn@rcrcd.org; janet\_whitlock@ios.doi.gov  
**Cc:** Burton, Aaron P@DOT; Zambon, Mary; Calvert, Brian; 'Robertson, Glenn@Waterboards'; phester@wrcog.org  
**Subject:** FW: Cajalco Road Widening Project STPL 5956 (195) - Status Update - Cooperating / Participating Agencies  
**Attachments:** Input\_Opps\_Matrix\_2021.pdf; Cajalco Rd Project-brief\_2021.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good afternoon-

Thank you for your continued interest in the Cajalco Road Widening Project (STPL 5956 [195]). Please find below and attached, a status summary of the cooperating / participating agency reviews and update on the progress and availability of the Draft Environmental Impact Statement (EIS). A brief project description is also attached for reference.

**Cajalco Road Widening Project Environmental Status Updates:**

- A Finding of Adverse Effect for the project was received from the State Historic Preservation Officer on February 17, 2021.
- The Draft EIS is anticipated to be available for cooperating / participating agency review in May 2021.
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A Cooperating / Participating Agencies coordination call regarding the EIS is anticipated to be held May 2021; additional information, including date and time, and an agenda, will be distributed to reviewers of the EIS in advance of the call.

Please contact us with any questions regarding the above information or the project environmental review process.

Many thanks,  
-Keturah



**KETURAH ANDERSON** | ENVIRONMENTAL PLANNING PRINCIPAL  
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# Cajalco Road Widening and Safety Enhancement Project

Project No. STPL 5956 (195)

## Introduction

The Riverside County Transportation Department (County), serving as lead agency under the California Environmental Quality Act (CEQA), in cooperation with the California Department of Transportation (Caltrans), serving as lead agency under the National Environmental Policy Act (NEPA), proposes to widen Cajalco Road, or a combination of Cajalco Road and El Sobrante Road, between Temescal Canyon Road to the west and Interstate 215 (I-215) to the east. The proposed project is located in Riverside County, California and covers a distance of approximately 15.7 miles. In general, Cajalco Road and El Sobrante Road through the project area are two-lane undivided roadways with one 12-foot lane in each direction and shoulders of varying widths.

The project is partially funded and is in the Southern California Association of Governments' (SCAG) financially constrained 2019 Federal Transportation Improvement Program (FTIP) (Project Number RIV090903), which was found to conform by FHWA on December 17, 2018.<sup>1</sup> The project is also included in the list of the modeled projects in the SCAG 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) (Project Number 3A04WT137), which was found to conform by FHWA on June 5, 2020. Analysis concludes that the project's operational emissions (which include the ozone precursors reactive organic gases [ROG] and NO<sub>x</sub>) meet the transportation conformity requirements imposed by the EPA and SCAQMD.

## Project Description

The proposed project includes the widening of Cajalco Road, or a combination of Cajalco Road and El Sobrante Road, between the I-215 southbound ramps and Temescal Canyon Road in the County of Riverside. A small portion of the westernmost part of the alignment is located in the City of Corona. The project would widen the roadway to four lanes between Harvill Avenue and Temescal Canyon Road, and to six lanes between the I-215 southbound ramps and Harvill Avenue, to improve east-west mobility and to provide increased capacity and improved traffic flow and safety.

---

<sup>1</sup> The project is currently described in the 2019 FTIP as "CAJALCO RD. WIDENING FROM 2 TO 4 THRU LNS (2 IN EA DIR) FROM TEMESCAL CANYON RD. TO HARVILL AVE AND FROM 4 TO 6 LANES FROM HARVILL AVE TO I-215, INCLUDING TURN POCKETS AND A BRIDGE RECONSTRUCTION OVER A WATER CROSSING." The County of Riverside has submitted an amendment that would update the description as follows: "IN RIVERSIDE COUNTY ON CAJALCO RD - WIDENING FROM 2 TO 4 THRU LNS (2 IN EA DIR) FROM TEMESCAL CANYON. BRIDGE/EAGLE CANYON ROAD TO HARVILL AVE AND FROM 4 TO 6 LANES WITH THREE LANES IN THE WESTBOUND DIRECTION FROM TEMESCAL CANYON RD TO TEMESCAL CANYON BRIDGE, THREE LANES IN THE EASTBOUND DIRECTION FROM TEMESCAL CANYON ROAD TO JUST EAST OF EAGLE CANYON ROAD, AND THREE LANES EASTBOUND AND WESTBOUND FROM HARVILL AVE TO I-215, INCLUDING TURN POCKETS AND THE CONSTRUCTION OF NEW, AND RECONSTRUCTION OF EXISTING, BRIDGES AS NEEDED." This amendment will be obtained prior to adoption of the Final Environmental Document.

Portions of the project are located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) Stephens' kangaroo rat (SKR) Long-term Habitat Conservation Plan (HCP), and Metropolitan Water District of Southern California (MWD) Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (LM MSHCP). Evaluation of the project's consistency with the plans and goals adopted by the multiple HCPs is included in this Environmental Impact Report/Environmental Impact Assessment (EIR/EIS).

Several project alternatives have been developed and refined based on public and agency input, and minimizing environmental impacts. Two project build alternatives, Alternative 1 and Alternative 2, were originally identified for the proposed project. Design variations of Alternative 2 were developed in response to public and agency input, and minimization of environmental impacts; impact potential of the design variations were compared, and Alternative 2C carried forward as a result. Two additional project alternatives, Alternative 3 and Alternative 4, were also added to the proposed project in response to public and agency input. Alternative 3 was eliminated from further consideration due to environmental constraints, and the following three build alternatives (Alternatives 1, 2C and 4) are currently proposed to address the project purpose along with a No Project Alternative.

## **Project Alternatives**

- **Build Alternative 1 – Cajalco Alignment:** Cajalco Road would be widened to two 12-foot lanes in each direction (eastbound and westbound) from Temescal Canyon Road at the west to I-215 at the east, replacing the two-lane roadway that currently exists. Between the I-215 southbound ramps and east of Harvill Avenue, and between Temescal Canyon Road and west of Temescal Creek Bridge, three lanes would be constructed in each direction (eastbound and westbound), replacing existing four-lane roadway segments. A new bridge would be constructed over Temescal Creek. Minor alignment changes would be constructed between Temescal Canyon Road and Gustin Road. West of Lake Mathews Drive and north of Lynette Lane, Cajalco Road would be realigned, bypassing the Hollis Lane residential area to the south, and would include the construction of a bridge south of Lake Mathews. The estimated cost for this alignment is \$358,699,000.
- **Build Alternative 2C – Modified Cajalco Alignment:** Build Alternative 2C would include the same improvements as Build Alternative 1 with the exception that a new four-lane segment of Cajalco Road would be constructed from La Sierra Avenue to just west of Lake Mathews Drive. The estimated cost for this alignment is \$401,379,000.
- **Build Alternative 4 – El Sobrante Alignment:** Between Gustin Road and I-215 the improvements would be identical to Build Alternatives 1 and 2C. Cajalco Road would also be widened to two 12-foot lanes in each direction (eastbound and westbound) from Temescal Canyon Road at the west to La Sierra Avenue. Between Gustin Road and La Sierra Avenue, El Sobrante Road would be improved from the existing two-lane facility to a four-lane facility and would generally follow the existing El Sobrante Road from La Sierra Avenue to the east, to Cajalco Road. Existing Cajalco Road would be realigned to the west of Harley John Road to tie into El Sobrante Road. An approximately 1,800-foot-long arch bridge would be constructed along the realigned section of La Sierra Avenue, north of the transition with Cajalco Road. The estimated cost for this alignment is \$514,615,000.

- **No-Build Alternative – No Project Alternative:** The existing two-lane segments of Cajalco Road and El Sobrante Road between I-215 and Temescal Canyon Road would remain as a two-lane roadway, and would not be widened or otherwise improved.

### **Safety Enhancements**

All three build alternatives would include the following safety enhancements:

- Construct medians
- Pave roadway shoulders
- Improve curves between Temescal Canyon Road and El Sobrante Road
- Add left and right turn pockets in select locations
- Add roadway signage
- Improve existing traffic signals and install new traffic signals
- Restrict left turns from Cajalco Road onto local streets except in locations where traffic signals are present
- Install object markers and safety lighting at intersections
- Construct designated bus pull outs at select locations along Cajalco Road
- Construct Americans with Disabilities Act (ADA)-compliant sidewalks along one side of the portions of the project where residential and commercial properties are present

### **Wildlife Crossings and Fencing**

Between Temescal Creek Bridge and Harley John Road, wildlife crossings of various widths and types would be constructed beneath the roadway; a wildlife undercrossing with bridge structure may also be constructed between Temescal Canyon Road and La Sierra Avenue. Roadway features such as shoulders, fencing, and bridges would be designed to support and facilitate wildlife use of the wildlife crossings. Under Build Alternatives 1, 2C and 4, 72 wildlife crossings, 70 wildlife crossings, and 51 wildlife crossings, would be constructed, respectively.



## **Future Six-Lane Scenarios**

The analysis of all three build alternatives in the EIR/EIS includes “Future Six-Lane” scenarios to ensure that future impacts on the LM MSHCP, Lake Mathews Multiple Species Reserve (LMR), Lake Mathews – Estelle Mountain Core Reserve (LM-EM Reserve), and WRC MSHCP Criteria areas, would be minimized to the extent feasible if the roadway is widened to six lanes in the future. Although this is not an alternative that is being considered as part of the proposed project, impacts associated with the potential future construction of these two additional travel lanes are being disclosed. Any future roadway improvements would occur independently of the proposed Cajalco Road Widening and Safety Enhancement Project and would thus be subject to separate environmental review and approvals under NEPA, CEQA, and all applicable laws.

The Future Six-Lane scenario analyzed under Build Alternatives 1 and 2C would include a median wide enough to accommodate two additional travel lanes (one in each direction) in the future between Temescal Canyon Road and Harley John Road. The Future Six-Lane scenario analyzed under Build Alternative 4 would include a median wide enough to accommodate two additional travel lanes (one in each direction) in the future between Temescal Canyon Road and El Sobrante Road.

## **Project Purpose**

The purpose of the Cajalco Road Widening and Safety Enhancement Project (project) is to:

- Improve the transportation facility to address anticipated growth and mobility needs;
- Improve interregional travel by improving east-west mobility in Riverside County; and
- Improve roadway alignment and intersection design to enhance safety.

## **Project Need**

By Year 2040, the population of unincorporated Riverside County is estimated to increase by 39.1 percent and employment is projected to increase 122.1 percent. Adjacent cities are also projected to experience similar growth, with the greatest increases in population and employment anticipated for Perris at 65.1 percent and 113.2 percent, respectively, and Corona at 10.5 percent and 33.1 percent, respectively (SCAG 2016). Regional traffic is predicted to increase with the projected growth in population and employment.

In Riverside County, the circulation system is intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. Travel, including freight movement, extends past the Riverside County boundary and as a result, the transportation system must be capable of adequately meeting a wide range of needs. Not only does the County need to accommodate the traffic that it generates, it also must accommodate the pass through traffic. At the east and west terminus of the project, Cajalco Road is a four-lane facility; however, between the east and west limits of the project, the majority of Cajalco Road is a two-lane facility, creating a bottleneck between I-215 and I-15.

Numerous driveways and intersecting cross-streets present conflict points that affect safe and efficient operation of Cajalco Road. Between January 2015 and December 2017, 355 collisions occurred on Cajalco Road between Temescal Canyon Road and I-215; of the 355 collisions, seven were fatal and 150 resulted in injury. The majority of collisions occurred along the

approximately 6-mile stretch of Cajalco Road between Alexander Street and Harvill Avenue, with 145 collisions over the three-year period. Compared with the statewide average accident rate for similar type facilities, the collision rate of 1.673 per million vehicle miles (MVM) is higher than the Statewide average of 1.163 per MVM.

## **Project Coordination**

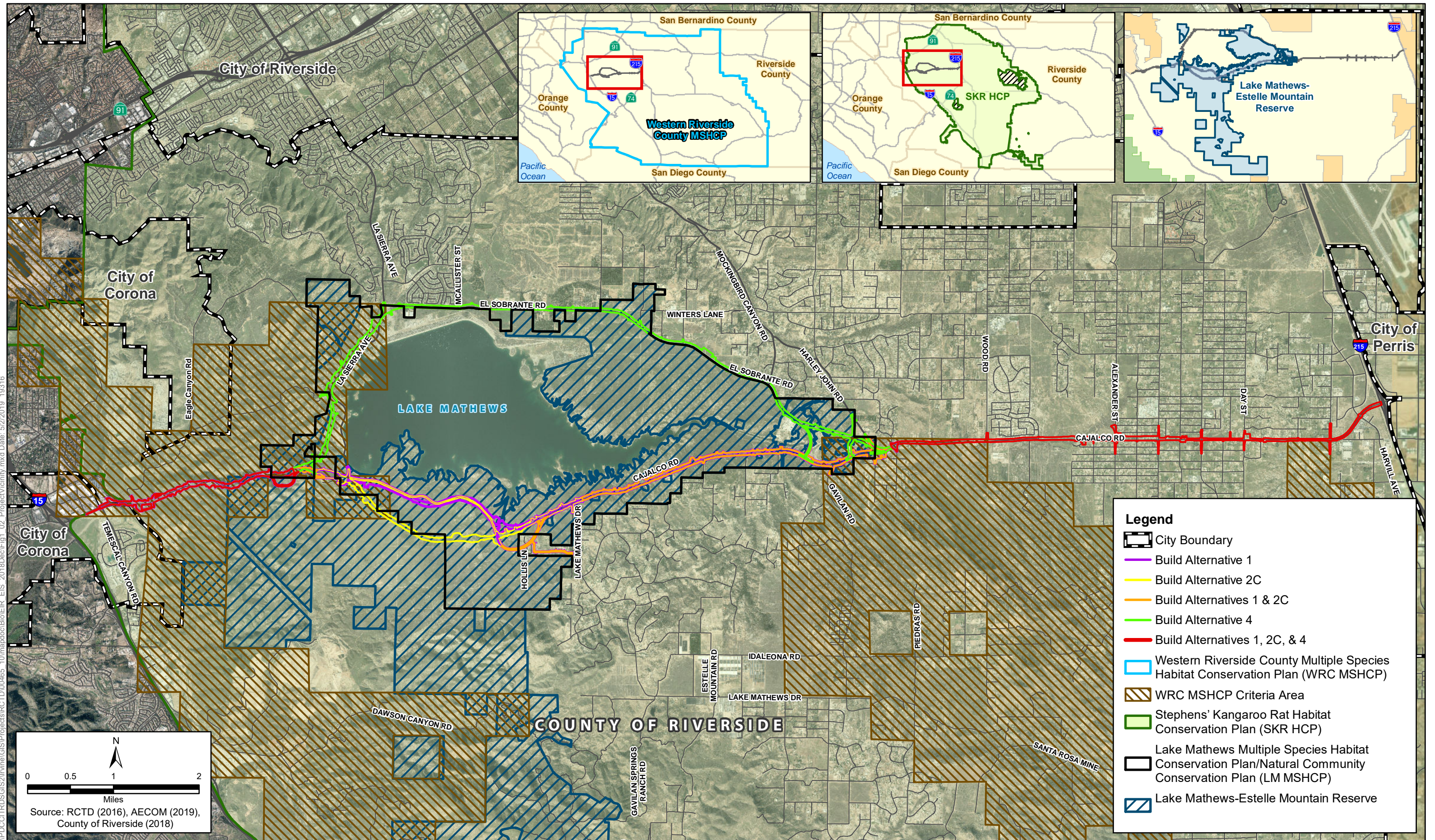
In September 2011, a Notice of Preparation (NOP) of an EIR, and notice of public scoping meetings, were advertised, and public scoping meetings held September 26 and 29, 2011. In September 2012, following receipt of comments and agency feedback in response to the NOP, a Notice of Intent (NOI) to prepare an EIS was advertised and published in the Federal Register on September 26, 2012. Public scoping meetings held October 24 and 25, 2012; an agency scoping meeting was also held on October 24, 2012.

Various agencies were invited to participate in the project as cooperating, participating, and/or responsible agencies, as applicable. Under 23 USC 139, letters of Invitation requesting various agencies' involvement as cooperating and/or participating agencies were distributed October 1, 2012. Based on responses to the letters of invitation, a list of cooperating and participating agencies interested in involvement in the project were identified and interagency review roles established. Based on request, certain agencies on this list have been involved in the review of technical studies, and will be provided opportunity to comment on key components of the environmental document prior to public circulation.

Public outreach efforts include public information meetings held October 10, October 16, and November 14, 2013, and July 14 and August 5, 2015. Additional community meetings have been held and are described in Chapter 5, *Comments and Coordination*, of the project EIR/EIS.



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**Build Alternatives 1, 2C and 4**  
**Cajalco Road Widening and Safety Enhancement Project**



## Cajalco Road Widening Project – Environmental Review & Input

Category	Information/Product	Participation			Coordination / Notes
		RCTD	Caltrans	Other	
<b>Environmental and Engineering Studies</b>	Traffic Study	✓	✓	MWD, EPA, City of Riverside, ACOE, CDFW	<p>Provided to requesting agencies for review 6/29/2017.</p> <p>Comments received from EPA 7/29/2017.</p> <p>Follow-up email sent 9/12/2017 to agencies provided with study.</p> <p>Focused call held with EPA 9/19/2017.</p> <p>Follow-up letter and email sent 3/1/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p> <p>Provided to MWD 3/1/2018 per request received 3/1/2018.</p> <p>Provided to CDFW per request received 3/7/2018.</p> <p>Follow-up letter and email sent 3/26/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p>
	Air Quality Report	✓	✓	EPA	<p>Provided to requesting agencies for review 1/29/2018.</p> <p>Comments received from EPA 3/1/2018.</p>
	Jurisdictional Delineation	✓	✓	MWD, CDFW, RWQCB, EPA, ACOE	<p>Provided to requesting agencies for review 6/29/2017.</p> <p>Provided to ACOE 7/27/2017.</p> <p>Comments received from EPA 7/29/2017.</p> <p>Comments received from RWQCB 8/1/2017.</p> <p>Follow-up email sent 9/12/2017 to agencies provided with study.</p> <p>Focused call held with EPA 9/19/2017.</p> <p>Focused call held with RWQCB 9/20/2017; mitigation information for Dos Lagos area provided by RWQCB.</p> <p>Email received from ACOE 9/20/2017 indicating no comments.</p> <p>Retransmitted to CDFW 10/10/2017.</p> <p>Follow-up letter and email sent 3/1/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p> <p>Provided to MWD 3/1/2018 per request received 3/1/2018.</p> <p>Follow-up letter and email sent 3/26/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p>
	Natural Environment Study	✓	✓	RWQCB, MWD, EPA, RCRCD, USFWS, ACOE, CDFW	<p>Provided to requesting agencies for review 7/24/2018.</p> <p>Focused conference call / meeting held 8/1/2018.</p> <p>Comments due 8/24/2018.</p> <p>Comments received from ACOE 8/16/2018.</p> <p>Comments received from RCRCD 8/20/2018.</p> <p>Follow-up email sent 8/23/2018 to agencies provided with study requesting receipt of comments by 8/24/2018.</p> <p>Response received from EPA 8/24/2018.</p>



Category	Information/Product	Participation			Coordination / Notes
		RCTD	Caltrans	Other	
					<p>Comments received from MWD 8/30/2018.</p> <p>Comments received from USFWS and CDFW 8/31/2018.</p> <p>Focused calls held with MWD, and with CDFW, EPA and FWS, 9/14/2018.</p> <p>Final NES requested by ACOE, FWS, CDFW, MWD, RWQCB 5/18/2021.</p> <p>Provided to requesting agencies 5/24/2021 (SharePoint link).</p> <p>Focused call held with FWS, MWD, RWQCB 5/26/2021.</p> <p>Second focused call held with CDFW, MWD and RWQCB 5/27/2021.</p>
	Noise Study Report	✓	✓	MWD, City of Riverside, CDFW	<p>Provided to requesting agencies for review 11/22/2017</p> <p>Follow-up letter and email sent 3/1/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p> <p>Provided to MWD 3/1/2018 per request received 3/1/2018.</p> <p>Provided to CDFW 3/7/2018 per request received 3/7/2018.</p> <p>Follow-up letter and email sent 3/26/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p> <p>No comments received.</p>
	Historic Property Survey Report	✓	✓	ACOE, Cahuilla Band of Indians Morongo Band of Mission Indians, Pechanga Band of Luiseño Mission Indians, Soboba Band of Luiseño Indians	<p>Provided to Cahuilla Band of Indians, Pechanga Band of Luiseño Mission Indians and Soboba Band of Luiseño Indians 1/5/2018.</p> <p>Provided to Morongo Band of Mission Indians 1/25/2018.</p> <p>Comments received from Pechanga 2/15/2018.</p> <p>Follow-up email sent to Cahuilla 3/1/2018 requesting receipt of comments.</p> <p>Follow-up email sent to Morongo 3/1/2018 requesting receipt of comments.</p> <p>Follow-up email sent to Soboba 4/3/2018 requesting receipt of comments.</p> <p>Final HPSR requested by MWD 5/11/2021.</p> <p>Final HPSR provided to Cahuilla, MWD, Pechanga, Morongo and Soboba 5/21/2021 (SharePoint link).</p>
	Location Hydraulic Study (Floodplain)	✓	✓	RWQCB, RCRCD, ACOE	<p>Provided to requesting agencies for review 11/22/2017.</p> <p>Follow-up letter and email sent 3/1/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p> <p>Follow-up letter and email sent 3/26/2018 to agencies provided with study requesting receipt of comments by 4/3/2018.</p> <p>Comments received from RCRCD 4/6/2018.</p>
	Water Quality Report	✓	✓	RWQCB, EPA, ACOE	<p>Provided to requesting agencies for review 5/29/2018.</p> <p>Response email received from EPA 6/28/2018 indicating no comments.</p>

Category	Information/Product	Participation			Coordination / Notes
		RCTD	Caltrans	Other	
					Comments received from RWQCB 6/29/2018. Focused meetings held with RWQCB 7/30/2018 and 8/28/2018.
	Initial Site Assessment (Hazards/ Hazardous Waste/Materials)	✓	✓	City of Riverside	Provided to requesting agencies for review 6/29/2017. Follow-up letter and email sent 3/1/2018 to agencies provided with study requesting receipt of comments by 4/3/2018. Follow-up letter and email sent 3/26/2018 to agencies provided with study requesting receipt of comments by 4/3/2018. No comments received.
	Draft Relocation Impact Report	✓	✓		No formal requests for review received. Approved by Caltrans 7/23/2018.
	Visual Impact Assessment	✓	✓	MWD	Provided to requesting agencies for review 8/23/2018. Comments due 9/24/2018. Follow-up email sent to 9/21/2018 requesting receipt of comments by 9/24/2018. No comments received.
	Community Impact Assessment	✓	✓	MWD, EPA, City of Riverside	Provided to requesting agencies for review 7/30/2018. Comments due 8/31/2018. Request for review extension received from EPA 8/24/2018; review period extended to 9/7/2018. Comments received from EPA 9/6/2018.
	Paleontological Technical Memorandum	✓		MWD	Requested by MWD 5/11/2021. Provided to requesting agencies 5/21/2021.
<b>Environmental Impact Report/ Environmental Impact Statement</b>	Review and provide feedback on key Draft EIR/EIS sections	✓	✓	ACHP, MWD, EPA, City of Riverside, USFWS, ACOE, RWQCB, RCDWR, Pechanga, CDFW, RCRCD	Solicitation of interest sent to agencies 5/3/2021; additional requests sent to updated CDFW contacts 5/6 and 5/10/2021. Interest confirmed by MWD, ACOE, and EPA 5/3/2021; RCDWR and Pechanga 5/4/2021; FWS 5/6/2021; CDFW and RWQCB 5/10/2021; ACHP, Cahuilla and RCRCD 5/17/2021. SharePoint authorization request to access Draft EIS sent to requesting agencies 5/6/2021 (MWD, EPA, City of Riverside, USFWS, ACOE, RWQCB, RCDWR, Pechanga); CDFW 5/10/2021; ACHP, Cahuilla and RCRCD 5/17/2021. Comments due 6/9/2021. Authorized access to SharePoint site confirmed by MWD and USFWS 5/6/2021; EPA and RCDWR 5/7/2021; RWQCB 5/11/2021. Draft EIS link provided to requesting agencies with SharePoint access authorization for review 5/7/2021 (MWD, EPA, USFWS, RCDWR), CDFW 5/10/2021; RWQCB 5/11/2021. Follow-up SharePoint authorization request with Draft EIS link sent to City of Riverside, ACOE, RWQCB, and Pechanga 5/10/2021.

Category	Information/Product	Participation			Coordination / Notes
		RCTD	Caltrans	Other	
					<p>Draft EIS uploaded directly to ACOE and ACHP agency share sites 5/18/2021.</p> <p>Invitation for Draft EIS coordination call sent to requesting agencies 5/12/2021.</p> <p>Follow-up solicitation of interest sent to agencies 5/17/2021.</p> <p>Request for focused call received from Cahuilla 5/17/2021. Multiple attempts made to schedule call.</p> <p>Focused call held with reviewing agencies 5/18/2021.</p> <p>Multiple attempts made to schedule focused call with ACOE.</p> <p>Additional call held with FWS, MWD, RWQCB 5/26/2021.</p> <p>Additional call held with CDFW, MWD and RWQCB 5/27/2021.</p> <p>Follow-up emails sent 6/2/2021 to Cahuilla and Pechanga requesting receipt of comments by 6/9/2021.</p> <p>Request for two-week review extension received from MWD 6/2/2021.</p> <p>Request for two-week review extension and focused call received from CDFW and FWS 6/3/2021. Multiple attempts made to schedule call.</p> <p>Comments received from WMWD 6/7 and 6/8/2021.</p> <p>Focused call held with RCRCD 6/8/2021.</p> <p>Request for two-day review extension received from EPA, and request for review extension received from City of Riverside, 6/8/2021.</p> <p>Comments received from RCTC 6/8/2021.</p> <p>Comments received from MWD, RCRCD, and RWQCB 6/9/2021.</p> <p>Focused call held with CDFW and FWS 6/9/2021.</p> <p>Comments received from CDFW and FWS 6/10/2021.</p> <p>Comments received from EPA 6/11/2021.</p>

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**From:** SharePoint Online <no-reply@sharepointonline.com>  
**Sent:** Thursday, May 6, 2021 4:42 PM  
**To:** eozdil@pechanga-nsn.gov  
**Cc:** Anderson, Keturah  
**Subject:** Anderson, Keturah wants to share Cajalco Road Widening and Safety Enhancement Project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



Hello,

Good afternoon- Please select the link provided to confirm access to the Cajalco Road Widening Project SharePoint site. Once access has been confirmed, a separate email will be provided with a link directly for the Draft EIS. Thanks

Go To **Cajalco Road Widening and Safety Enhancement Project**

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-----Original Appointment-----

**From:** Anderson, Keturah

**Sent:** Wednesday, May 12, 2021 3:31 PM

**To:** Anderson, Keturah; Burton, Aaron P@DOT; Zambon, Mary (MZAMBON@RIVCO.ORG); Eissa, Mohamed; scarlson@mwdh2o.com; Marks, Alexander S; Doesserich, Diane M; Griffin, Chuck@Waterboards; Willis, Lauma@Waterboards; 'eozdil@pechanga-nsn.gov'; Michele Fahley; Gayagas, Susan A CIV (USA); 'meek.clifton@epa.gov'; Ross, Ryan; heather.pert@wildlife.ca.gov; Taylor, John; 'Hernandez, Gilbert'; Hoisington, Greg; Hefter, Greg; Flores, Marisa; Calvert, Brian; Anderson, Keturah

**Cc:** Morrison, Michelle J; carly.beck@wildlife.ca.gov; Tina Thompson Mendoza; Patel, Vital; 'Robertson, Glenn@Waterboards'; Crawford, Karen

**Subject:** Cajalco Road Widening Project STPL 5956 (195) - Cooperating / Participating Agencies Draft EIS Call

**When:** Tuesday, May 18, 2021 2:30 PM-4:00 PM (UTC-08:00) Pacific Time (US & Canada).

**Where:** Microsoft Teams Meeting

Good afternoon-

A Cooperating / Participating Agencies coordination call has been scheduled for reviewers of the *Draft Environmental Impact Statement and Section 4(f)* (EIS), for Tuesday, May 18, 2021, at 2:30 pm. The purpose of the call is to address questions and feedback concerning the Draft EIS and matters within the special expertise or jurisdiction of your agency. An agenda will be distributed in advance of the call.

To join the meeting, please select the MS Teams link, or call in to the "213" number, below.

If you may have any questions regarding the above information or environmental review process for the Cajalco Road Widening and Safety Enhancement Project, please contact us.

Many thanks,  
-Keturah



**KETURAH ANDERSON** | ENVIRONMENTAL PLANNING PRINCIPAL  
951.541.7684 | [keturah.anderson@icf.com](mailto:keturah.anderson@icf.com) | **ICF** | [icf.com](http://icf.com)

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## Microsoft Teams meeting

**Join on your computer or mobile app**

[Click here to join the meeting](#)

**Or call in (audio only)**

[+1 213-493-7443,409917250#](#) United States, Los Angeles

Phone Conference ID: 409 917 250#

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## **AGENDA**

**Cajalco Road Widening Project  
Federal Project No. STPL 5956 (195)**

### **Cooperating and Participating Agencies Focus Meeting – Draft EIS**

Riverside County Transportation Department  
**Microsoft Teams Meeting (refer to email link)**

**Call-in Option: 1-213-493-7443   Code: 409 917 250#**

Tuesday, May 18, 2021  
2:30 PM

- 1.     Introductions**
- 2.     Project Updates**
- 3.     Status of 23 USC 329 Reviews**
- 4.     Environmental Impact Study**
- 5.     Open Discussion**



# MEETING MINUTES

**Cajalco Road Widening Project**  
**Federal Project No. STPL 5956 (195)**

## **Participating/Cooperating Agencies** **Focused Call/Meeting – Draft EIS**

**Microsoft Teams Meeting**

**Call-in Option: 1-213-493-7443 Code: 409 917 250#**

Tuesday, May 18, 2021  
 2:30 PM

## MEETING SUMMARY

1.	<b>Introductions and Meeting Purpose</b> <ul style="list-style-type: none"> <li>Meeting participants were introduced (see Page 3 for list of participants).</li> <li>The meeting purpose was stated: Seek input and feedback on matters within the special expertise or jurisdiction of participating and cooperating agencies who have requested review of the Draft EIS. And, to provide opportunity for questions and discussion to aid in the review of the Draft EIS. All questions and feedback are respectfully requested by June 9, 2021, to enable the environmental review and Draft EIS public circulation schedules to be maintained.</li> </ul>
2.	<b>Project Overview and Environmental Review Status</b> <ul style="list-style-type: none"> <li>Brian Calvert, ICF, provided an overview of the project alternatives, and environmental reviews conducted per 23 USC 139 to date.</li> <li>Input received on technical studies distributed for reviews earlier in the process have been considered, and the studies finalized and approved by the NEPA lead agency, Caltrans. The studies included the Natural Environment Study (NES), Jurisdictional Delineation (JD), Traffic Impact Study, Noise Study Report, Air Quality Assessment, Water Quality Report, Location Hydraulic Study, Initial Site Assessment, Visual Impact Assessment, Historic Property Survey Report, and Community Impact Assessment.</li> <li>Focused calls were held during technical study review periods to address questions and discuss comments.</li> </ul>
3.	<b>Draft Environmental Impact Statement</b> <ul style="list-style-type: none"> <li>John Taylor, US Fish and Wildlife Service (USFWS), inquired whether a preferred alternative had been selected? B. Calvert (ICF) responded, stating that a locally preferred alternative has been identified by the County under CEQA, but identification of the NEPA preferred alternative would occur following public circulation of the Draft EIS. Gilbert Hernandez, City of Riverside (City), inquired on the timing of identification of the locally preferred alternative, adding that the City had previously indicated preference for one of the other alternatives.</li> <li>Susan Meyer Gayagas, US Army Corps of Engineers (USACE) inquired how JD impacts are addressed in the EIS? Marisa Flores, ICF, responded, stating that EIS includes all impacts identified to jurisdictional features.</li> <li>Diane Doesserich, Metropolitan Water District of Southern California (MWD), inquired whether discussions with regulating agencies involved in the Lake Mathews Multiple Species Habitat Conservation Plan (LM MSHCP) have taken place, and whether a strategy for addressing concerns and reopening of the LM MSHCP has been identified, adding that the mitigation in the Draft EIS does not appear to include full details. B. Calvert (ICF) responded, stating that multiple coordination meetings with the regulating agencies, MWD, and the Reserve Management</li> </ul>

	<p>Committee, have occurred, and included discussion of mitigation approaches. While final details of the mitigation measures are not yet defined, they will be during the final design and right-of-way negotiations stages of the project, with the goal to keep the LM MSCHP whole. The analysis of impacts related to reopening of the LM MSHCP is also included in each applicable section of the Draft EIS.</p> <ul style="list-style-type: none"> <li>• John Taylor inquired about the EIS schedule. B. Calvert responded, stating that the current schedule indicates public circulation of the Draft EIS beginning this late August or early September, and final adoption of the EIS in 2023. Following public circulation of the Draft EIS, preparation of the final EIS will include processing and developing responses to comments, EIS updates and the Air Quality Conformity Report.</li> <li>• Susan Gayagas inquired whether the project schedule is consistent with the key milestones posted on the federal dashboard, adding that the dashboard dates are important for USACE. B. Calvert responded, stating that ICF will coordinate with the County and Caltrans to update. A link to the federal dashboard webpage was posted to the Teams discussion window during the call by J. Taylor.</li> <li>• Sergio Felix, Western Municipal Water District (WMWD), inquired if updated milestone dates could be provided? B. Calvert responded yes, updated milestone dates can be sent out.</li> </ul>
<b>4.</b>	<p><b>Open Discussion</b></p> <ul style="list-style-type: none"> <li>• Susan Gayagas inquired whether the JD had been submitted to USACE and whether the team is confident that an individual permit is not required? M. Flores and Greg Hoisington of ICF responded, stating that the preliminary JD will be submitted to USACE closer to the permitting stage of the project, and features relative to the navigable rule have not been eliminated. Regarding the need for an individual permit, most crossings are independent and are consistent with nationwide permit coverage.</li> <li>• John Taylor asked whether the final NES could be provided to USFWS and CDFW? S. Gayagas added USACE request for the final NES. B. Calvert responded yes.</li> <li>• Sergio Felix inquired whether plans to identify infrastructure issues could be provided. B. Calvert responded, yes, adding that plans are currently at approximately 60 percent, some changes to vertical profile are expected.</li> <li>• John Taylor inquired whether a separate call could be arranged for CDFW since they were unable to attend the call? B. Calvert responded yes.</li> <li>• B. Calvert asked Chuck Griffin, Regional Water Quality Control Board, Santa Ana Region (RWQCB), if he would be serving as the primary contact moving forward? C. Griffin responded, stating that he will serve as the primary contact until a replacement is made.</li> <li>• Sarah Stokely, Advisory Council on Historic Preservation (ACHP), inquired whether the ACHP is still considered a participating agency due to passage of time and changes in ACHP staff, and whether ACHP can be included in future Section 106 communications for the project? B. Calvert responded that the ACHP is still considered a participating agency, and that coordination with Caltrans' District cultural staff, Andrew Walters and Gary Jones, would be appropriate regarding Section 106.</li> <li>• Shani Pynn, Riverside-Corona Resource Conservation District (RCRCD), inquired whether separate coordination would be available to get up to speed on the project and project background. Mary Zambon, County Transportation, responded that a separate call can be arranged.</li> </ul>
<b>5.</b>	<p><b>Action Items</b></p> <ul style="list-style-type: none"> <li>• Submit questions and feedback on the Draft EIS by June 9, 2021.</li> <li>• Separate calls regarding the Draft EIS and NES will be scheduled with agencies as requested; the calls will be scheduled to occur prior to, or on, June 9, 2021.</li> <li>• A copy of the final NES will be distributed to requesting agencies.</li> <li>• Federal dashboard dates will be reviewed and updated.</li> <li>• Updated key milestone dates will be distributed participating and cooperating agencies.</li> <li>• Current roadway plans will be provided to WMWD.</li> </ul>



**Cajalco Road Widening Project**  
**Federal Project No. STPL 5956 (195)**  
**Participating/Cooperating Agencies Focused Call/Meeting**  
**PARTICIPANT LOG**  
**May 18, 2021**

<b>PRESENT</b>	<b>AFFILIATION/ AGENCY</b>	<b>PARTICIPANT NAME</b>	<b>TELEPHONE NUMBER</b>	<b>E-MAIL ADDRESS</b>
✓	ACHP	Sarah C. Stokely	(202) 517-0224	sstokely@achp.gov
	BIA	LeRoy Gishi	(202) 208-3878	LeRoy.Gishi@bia.gov
	BLM	Janet Cheek	(760) 833-7100	BLM_ca_web_ps@blm.gov
✓	Caltrans	Aaron P. Burton	(909) 383-2841	aaron_burton@dot.ca.gov
✓	Caltrans	Andrew Walters	(909) 383-2647	andrew.walters@dot.ca.gov
✓	Caltrans	Gary Jones	(909)383-7505	gary.jones@dot.ca.gov
	CDFW	Heather Pert	(858) 395-9692	heather.pert@wildlife.ca.gov
	CDFW	Carly Beck		Carly.beck@wildlife.ca.gov
	CHP	Jim Epperson	(909) 806-2400	jepperson@chp.ca.gov
	County of Riverside	Russell Williams	(951) 955-2016	ruwillia@rctma.org
✓	County of Riverside	Mary Zambon	(951) 955-6759	mzambon@rivco.org
✓	County of Riverside	Muhamed Eissa	(951) 955-1506	meissa@rivco.org
✓	City of Riverside	Gilbert (Gil) Hernandez	(951) 826-5148	ghernandez@riversideca.gov
	City of Riverside	Vital Patel		vpatel@riversideca.gov
✓	AECOM	Greg Hefter	(714) 567-2784	Greg.hefter@aecom.com
✓	AECOM	Dat Nguyen		Dat.nguyen@aecom.com
✓	ICF	Brian Calvert	(949) 333-6618	Brian.calvert@icf.com
✓	ICF	Keturah Anderson	(951) 541-7684	Keturah.anderson@icf.com
✓	ICF	Marisa Flores	(951) 493-0649	Marisa.flores@icf.com
✓	ICF	Greg Hoisington	(949) 333-6622	Greg.hoisington@icf.com
✓	ICF	Karen Crawford	(858) 585-3915	Karen.crawford@icf.com
✓	MWD	Sean Carlson	(213) 217-6276	scarlson@mw2dh2o.com
✓	MWD	Alexander Marks	(213) 217-7629	amarks@mw2dh2o.com
	MWD	Kieran M. Callanan	(213) 217-7670	kcallanan@mw2dh2o.co
✓	MWD	Diane Doesserich	(213) 217-5787	ddoesserich@mw2dh2o.com
	Morongo Band of Mission Indians	Ann Brierty	(951) 755-5259	thpo@morongo-nsn.gov; ABrierty@morongo-nsn.gov
	NAHC	Debbie Pilas-Treadway	(916) 373-3710	nahc@nahc.ca.gov
	NRCS	Jimmy Bramblett	(202) 690-0593	jimmy.bramblett@ga.usda.gov
	OEP	Janet Whitlock	(415) 420-0524	Janet_whitlock@ios.doi.gov
	Pechanga Band of Luiseño Mission Indians	Ebru T. Ozdil	(951) 770-8113	eo2dil@pechanga-nsn.gov

	Pechanga Band of Luiseño Mission Indians	Paul Macarro	(951) 770-8102	pmacarro@pechanga-nsn.gov
	Pechanga Band of Luiseño Mission Indians	Michelle Fahley		mfahley@pechanga-nsn.gov
✓	Pechanga Band of Luiseño Mission Indians	Juan Ochoa		jochoa@pechanga-nsn.gov
	Pechanga Band of Luiseño Mission Indians	Tina Thompson Mendoza		tmendoza@pechanga-nsn.gov
	RCA	Tricia Campbell	(951) 955-8805	tcampbell@rivco.org
	RCHCA	Brian Shomo	(951) 955-4325	bshomo@rctlma.org
	RCRCD	Shelli Lamb	(951) 683-7691	lamb@rcrcd.org
✓	RCRCD	Shani Pynn	(951) 683-7691	spynn@rcrcd.com
	RCTC	Marlin Feenstra	(951) 787-7141	mfeenstra@rctc.org
	RCTC	Steven Keel		skeel@bec-riv.org
	RCTC	Gustavo Quintero	(951) 787-7935	gquintero@bec-riv.org
✓	RWQCB, Santa Ana	Chuck Griffin	(951) 782-4996	Chuck.griffin@waterboards.ca.gov
✓	RWQCB, Santa Ana	Maher Zaher	(951) 782-3204	Maher.zaher@waterboards.ca.gov
	RWQCB, Santa Ana	Adam Fischer	(951) 320-6363	Adam.fischer@waterboards.ca.gov
	RWQCB, Santa Ana	Glenn Robertson	(951) 782-3259	Glenn.robertson@waterboards.ca.gov
✓	Riverside County Dept. of Waste Resources	Ryan Ross	(951) 486-3351	Rmross@rivco.org
	San Jacinto	Robert Johnson	(951) 487-7330	citymanager@sanjacinto.ca.gov
	Soboba Band of Luiseño Indians	Joe Ontiveros	(951) 654-5544	jontiveros@soboba-nsn.gov
✓	USACE	Susan A. Meyer Gayagas	(808) 835-4599	Susan.A.Meyer@usace.army.mil
✓	USEPA	Clifton Meek	(415) 972-3370	Meek.clifton@epa.gov
✓	USFWS	John M. Taylor	(760) 322-2070	john_m_taylor@fws.gov
	USFWS	Karin Cleary-Rose	(760) 431-9440	Karin_cleary-Rose@fws.gov
	WMWD	Derek Kawaii	(951) 789-5109	dkawaii@wmwd.com
✓	WMWD	Sergio Felix	(951) 571-7204	SFelix@wmwd.com
✓	Riverside County Flood Control	Kyle Gallup	(951) 955-1345	kwgallup@rivco.org
	Cahuilla Band of Indians	BobbyRay Esparza	(951) 763-5549	besparza@cahuilla.net
	Cahuilla Band of Indians	Anthony Madrigal		anthonymad2002@gmail.com

✓\* = PARTICIPATED IN CALL/ATTENDED MEETING

---

**From:** Anderson, Keturah  
**Sent:** Thursday, May 20, 2021 9:38 AM  
**To:** ABrierty@morongo-nsn.gov  
**Cc:** 'thpo@morongo-nsn.gov'; Zambon, Mary (MZAMBON@RIVCO.ORG); Burton, Aaron P@DOT; Eissa, Mohamed; Calvert, Brian  
**Subject:** FW: Cajalco Road Widening Project STPL 5956 (195) - Cooperating / Participating Agencies - Draft EIS

Good morning-

The Draft Environmental Impact Statement (EIS) for the Cajalco Road Widening Project (STPL 5956 [195]) is currently available for review by requesting cooperating / participating agencies through **June 9, 2021**. As of May 20, 2021, a request to review the Draft EIS has not been received from your agency. If your agency has interest in the review and input on the Draft EIS prior to public circulation, please confirm by responding to this email and download instructions will be provided.

Thanks,  
-Keturah

---

**From:** Anderson, Keturah  
**Sent:** Monday, May 17, 2021 11:28 AM  
**To:** 'thpo@morongo-nsn.gov' <thpo@morongo-nsn.gov>; 'LeRoy Gishi' <leroy.gishi@bia.gov>; 'ephipps@chp.ca.gov' <ephipps@chp.ca.gov>; 'secretary@resources.ca.gov' <secretary@resources.ca.gov>; 'natalie.lindquist@parks.ca.gov' <natalie.lindquist@parks.ca.gov>; 'citymanager@sanjacintoca.gov' <citymanager@sanjacintoca.gov>; 'jontiveros@soboba-nsn.gov' <jontiveros@soboba-nsn.gov>; 'russell@rcrcd.org' <russell@rcrcd.org>; 'Sergio Felix' <SFelix@wmwd.com>; 'dkawaii@wmwd.com' <dkawaii@wmwd.com>; 'mfeenstra@rctc.org' <mfeenstra@rctc.org>; 'nahc@nahc.ca.gov' <nahc@nahc.ca.gov>; 'Porter, Kevin@CHP' <KPorter@chp.ca.gov>; 'bshomo@wrcog.us' <bshomo@wrcog.us>; 'rhuaute@morongo-nsn.gov' <rhuaute@morongo-nsn.gov>; 'BLM\_CA\_Web\_PS@blm.gov' <BLM\_CA\_Web\_PS@blm.gov>; 'jimmy.bramblett@usda.gov' <jimmy.bramblett@usda.gov>; 'Pynn@rcrcd.org' <Pynn@rcrcd.org>; 'janet\_whitlock@ios.doi.gov' <janet\_whitlock@ios.doi.gov>; 'rstewart@chp.ca.gov'; 'jepperson@chp.ca.gov'; 'tcampbell@rivco.org' <tcampbell@rivco.org>; 'mranslow@achp.gov' <mranslow@achp.gov>; 'robert.hewitt@ca.usda.gov'; 'Cultural-dept@cahuilla.net' <Cultural-dept@cahuilla.net>  
**Cc:** 'jkalish@blm.gov'; 'lamb@rcrcd.org'; 'meissa@rivco.org' <meissa@rivco.org>; 'cdonahue@rctc.org' <cdonahue@rctc.org>; 'rnelson@achp.gov' <rnelson@achp.gov>; 'Pena, Kent - NRCS, Madison, WI' <kent.pena@wi.usda.gov>; Calvert, Brian <Brian.Calvert@icf.com>; Flores, Marisa <Marisa.Flores@icf.com>; 'leslie.deavers@wdc.usda.gov' <leslie.deavers@wdc.usda.gov>; 'Burton, Aaron P@DOT' <aaron.burton@dot.ca.gov>; 'MZAMBON@RIVCO.ORG' <MZAMBON@RIVCO.ORG>; 'patty.lawrence@wdc.usda.gov'  
**Subject:** RE: Cajalco Road Widening Project STPL 5956 (195) - Cooperating / Participating Agencies - Draft EIS

Good morning-

The Draft Environmental Impact Statement (EIS) for the Cajalco Road Widening Project (STPL 5956 [195]) is currently available for review by requesting cooperating / participating agencies through **June 9, 2021**. As of May 17, 2021, a request to review the Draft EIS has not been received from your agency. If your agency has interest in the review and input on the Draft EIS prior to public circulation, please confirm by responding to this email and download instructions will be provided.

Many thanks,

-Keturah

**From:** Anderson, Keturah

**Sent:** Monday, May 3, 2021 12:31 PM

**To:** [thpo@morongo-nsn.gov](mailto:thpo@morongo-nsn.gov); [jashlock@rivco.org](mailto:jashlock@rivco.org); LeRoy Gishi <[leroy.gishi@bia.gov](mailto:leroy.gishi@bia.gov)>; Diaz, Heriberto F <[HDiaz@mwdh2o.com](mailto:HDiaz@mwdh2o.com)>; [ephipps@chp.ca.gov](mailto:ephipps@chp.ca.gov); Marks, Alexander S <[AMarks@mwdh2o.com](mailto:AMarks@mwdh2o.com)>; [SCarlson@mwdh2o.com](mailto:SCarlson@mwdh2o.com); [phester@rctlma.org](mailto:phester@rctlma.org); [secretary@resources.ca.gov](mailto:secretary@resources.ca.gov); [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov); [Susan.A.Meyer@usace.army.mil](mailto:Susan.A.Meyer@usace.army.mil); meek, clifton <[meek.clifton@epa.gov](mailto:meek.clifton@epa.gov)>; [citymanager@sanjacintoca.gov](mailto:citymanager@sanjacintoca.gov); [jontiveros@soboba-nsn.gov](mailto:jontiveros@soboba-nsn.gov); [Ishraibati@mwdh2o.com](mailto:Ishraibati@mwdh2o.com); [john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov); [russell@rcrcd.org](mailto:russell@rcrcd.org); [szareh@mwdh2o.com](mailto:szareh@mwdh2o.com); [kchung@mwdh2o.com](mailto:kchung@mwdh2o.com); [Rmross@rivco.org](mailto:Rmross@rivco.org); [jimmy.bramblett@ga.usda.gov](mailto:jimmy.bramblett@ga.usda.gov); Sergio Felix <[SFelix@wmwd.com](mailto:SFelix@wmwd.com)>; Lopez, Maria T <[MTLopez@mwdh2o.com](mailto:MTLopez@mwdh2o.com)>; [dkawaii@wmwd.com](mailto:dkawaii@wmwd.com); [mfeenstra@rctc.org](mailto:mfeenstra@rctc.org); [nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov); [ksmith@riversideca.gov](mailto:ksmith@riversideca.gov); [eoazdil@pechanga-nsn.gov](mailto:eoazdil@pechanga-nsn.gov); [Karin\\_Cleary-Rose@fws.gov](mailto:Karin_Cleary-Rose@fws.gov); [pmacarro@pechanga-nsn.gov](mailto:pmacarro@pechanga-nsn.gov); [pnorlen@mwdh2o.com](mailto:pnorlen@mwdh2o.com); Porter, Kevin@CHP <[KPorter@chp.ca.gov](mailto:KPorter@chp.ca.gov)>; [bshomo@wrcog.us](mailto:bshomo@wrcog.us); [CSTALEY@RIVCO.ORG](mailto:CSTALEY@RIVCO.ORG); Robertson, Glenn@Waterboards <[Glenn.Robertson@waterboards.ca.gov](mailto:Glenn.Robertson@waterboards.ca.gov)>; [MZAMBON@RIVCO.ORG](mailto:MZAMBON@RIVCO.ORG); Burton, Aaron P@DOT <[aaron.burton@dot.ca.gov](mailto:aaron.burton@dot.ca.gov)>; [tcampbell@rivco.org](mailto:tcampbell@rivco.org); [Joanna.Gibson@wildlife.ca.gov](mailto:Joanna.Gibson@wildlife.ca.gov); Patel, Vital <[VPatel@riversideca.gov](mailto:VPatel@riversideca.gov)>; [meissa@rivco.org](mailto:meissa@rivco.org); [rhuaute@morongo-nsn.gov](mailto:rhuaute@morongo-nsn.gov)  
**Cc:** 'patty.lawrence@wdc.usda.gov'; 'robert.hewitt@ca.usda.gov'; Diaz, Fiona F <[FDiaz@mwdh2o.com](mailto:FDiaz@mwdh2o.com)>; 'Brenda L. Tomaras' <[btomaras@mtowlaw.com](mailto:btomaras@mtowlaw.com)>; Arlee Montalvo <[montalvo@rcrcd.org](mailto:montalvo@rcrcd.org)>; 'Hernandez, Gilbert' <[GHernandez@riversideca.gov](mailto:GHernandez@riversideca.gov)>; Callanan, Kieran M <[kcallanan@mwdh2o.com](mailto:kcallanan@mwdh2o.com)>; 'jkalish@blm.gov'; 'lamb@rcrcd.org'; [cdonahue@rctc.org](mailto:cdonahue@rctc.org); Tony Foussat <[tfoussat@pechanga-nsn.gov](mailto:tfoussat@pechanga-nsn.gov)>; [mranslow@achp.gov](mailto:mranslow@achp.gov); [tmendoza@pechanga-nsn.gov](mailto:tmendoza@pechanga-nsn.gov); [eduardo.castaneda@dot.ca.gov](mailto:eduardo.castaneda@dot.ca.gov); Bill, Jason@Waterboards <[Jason.Bill@Waterboards.ca.gov](mailto:Jason.Bill@Waterboards.ca.gov)>; [rnelson@achp.gov](mailto:rnelson@achp.gov); [Cultural-dept@cahuilla.net](mailto:Cultural-dept@cahuilla.net); Pena, Kent - NRCS, Madison, WI <[kent.pena@wi.usda.gov](mailto:kent.pena@wi.usda.gov)>; 'evita.premdas@dot.ca.gov'; Nguyen, Dat <[Dat.Nguyen@aecom.com](mailto:Dat.Nguyen@aecom.com)>; Yeung, Sean@DOT <[sean.yeung@dot.ca.gov](mailto:sean.yeung@dot.ca.gov)>; [greg.hefter@aecom.com](mailto:greg.hefter@aecom.com); Calvert, Brian <[Brian.Calvert@icf.com](mailto:Brian.Calvert@icf.com)>; Doesserich, Diane M <[DDoesserich@mwdh2o.com](mailto:DDoesserich@mwdh2o.com)>; Flores, Marisa <[Marisa.Flores@icf.com](mailto:Marisa.Flores@icf.com)>; [leslie.deavers@wdc.usda.gov](mailto:leslie.deavers@wdc.usda.gov)

**Subject:** Cajalco Road Widening Project STPL 5956 (195) - Status Update - Cooperating / Participating Agencies

Good afternoon-

Thank you for your continued interest in the Cajalco Road Widening Project (STPL 5956 [195]). Please find below and attached, a status summary of the cooperating / participating agency reviews and update on the progress and availability of the Draft Environmental Impact Statement (EIS). A brief project description is also attached for reference.

Cajalco Road Widening Project Environmental Status Updates:

- A Finding of Adverse Effect for the project was received from the State Historic Preservation Officer on February 17, 2021.
- The Draft EIS is anticipated to be available for cooperating / participating agency review in May 2021.
- Agency requests to review the Draft EIS prior to public circulation received to date are identified in the attached matrix.

If your agency has interest in the review and input on the Draft Environmental Impact Statement (EIS) prior to public circulation, please confirm by responding to this email by **May 6, 2021**.

A Cooperating / Participating Agencies coordination call regarding the EIS is anticipated to be held May 2021; additional information, including date and time, and an agenda, will be distributed to reviewers of the EIS in advance of the call.

Please contact us with any questions regarding the above information or the project environmental review process.

Many thanks,  
-Keturah





**KETURAH ANDERSON** | ENVIRONMENTAL PLANNING PRINCIPAL  
951.541.7684 | [keturah.anderson@icf.com](mailto:keturah.anderson@icf.com) | **ICF** | [icf.com](http://icf.com)

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**From:** Anderson, Keturah  
**Sent:** Wednesday, June 2, 2021 9:49 AM  
**To:** eozdil@pechanga-nsn.gov; mfahley@pechanga-nsn.gov; Juan Ochoa  
**Cc:** Burton, Aaron P@DOT; Zambon, Mary (MZAMBON@RIVCO.ORG); Eissa, Mohamed; Calvert, Brian  
**Subject:** RE: Cajalco Road Widening Project STPL 5956 (195) - Cooperating / Participating Agencies - Draft EIS

Good morning-

The *Draft Environmental Impact Statement and Section 4(f)* (EIS) for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]) is currently available for review by requesting cooperating / participating agencies through **June 9, 2021**. To access the EIS, please follow the instructions provided in the email dated 5/6/2021 from SharePoint Online, or you may request a new access link by responding to this email.


Thanks,  
-Keturah

---

**From:** Anderson, Keturah  
**Sent:** Monday, May 10, 2021 11:59 AM  
**To:** eozdil@pechanga-nsn.gov; mfahley@pechanga-nsn.gov  
**Cc:** Burton, Aaron P@DOT <aaron.burton@dot.ca.gov>; Zambon, Mary (MZAMBON@RIVCO.ORG) <mzambon@rivco.org>; Eissa, Mohamed <meissa@rivco.org>; Calvert, Brian <Brian.Calvert@icf.com>  
**Subject:** Cajalco Road Widening Project STPL 5956 (195) - Cooperating / Participating Agencies - Draft EIS

Good morning-

Per request received by your agency, the *Draft Environmental Impact Statement and Section 4(f)* (EIS) for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]) is available for download and review at the SharePoint link listed below. To access the link, please follow the instructions provided in the email dated 5/6/2021 from SharePoint Online; these emails are attached for reference. Please use the SharePoint Online email addressed to you as the access link is specific to each individual.

Once access has been authorized, you will be able to access the Draft EIS at the link below. Any feedback on matters within the special expertise or jurisdiction of your agency, per 23 USC 139, is respectfully requested by **June 9, 2021**. Feedback may be provided by responding directly to this email, or uploaded to the  [Feedback](#) folder located in the SharePoint site.

Due to the sensitivity of information, the link and Draft EIS will only be accessible to those identified in this email who have confirmed access to the Microsoft SharePoint site.

**SharePoint Access Link:**  [Agencies 5-2021](#)

A list of the *Cajalco Road Widening and Safety Enhancement Project EIS and Section 4(f) Draft EIS* chapters and appendices available on the SharePoint site is provided below:

**Summary**

**Chapter 1** Proposed Project

**Chapter 2** Project Alternatives

**Chapter 3** Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

**Chapter 5** Comments and Coordination

**Chapter 6** List of Preparers

**Chapter 7** Distribution List

**Chapter 8** References

**Appendix A** Section 4(f) Evaluation

**Appendix B** Title VI Policy Statement

**Appendix C** Summary of Relocation Benefits

**Appendix D** Environmental Commitment Record

**Appendix E** List of Acronyms and Abbreviations

**Appendix F** List of Technical Studies

**Appendix G** RTP and FTIP Project Listings and Interagency Consultation Documentation

**Appendix H** Environmental Review Coordination and Scoping

**Appendix I** Farmland Conversion Rating Form CPA 106 and Williamson Act Correspondence

**Appendix J** USFWS Species List, Crossings Detail, and Wetland Avoidance

**Appendix K** Energy Estimates

A Cooperating / Participating Agencies coordination call regarding the EIS is anticipated to be held May 2021; additional information, including date and time, and an agenda, will be distributed to reviewers of the EIS in advance of the call.

Please contact us with any questions regarding the above information or environmental review process for the Cajalco Road Widening and Safety Enhancement Project.

Many thanks,

-Keturah



**KETURAH ANDERSON** | ENVIRONMENTAL PLANNING PRINCIPAL

951.541.7684 | [keturah.anderson@icf.com](mailto:keturah.anderson@icf.com) | **ICF** | [icf.com](http://icf.com)

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---

**From:** Anderson, Keturah  
**Sent:** Wednesday, June 2, 2021 10:23 AM  
**To:** BobbyRay Esparza  
**Cc:** anthony madrigal; Zambon, Mary (MZAMBON@RIVCO.ORG); Calvert, Brian; Crawford, Karen; Walters, Andrew M@DOT; gary.jones@dot.ca.gov (gary.jones@dot.ca.gov)  
**Subject:** RE: Cajalco Road Widening Project - June 4th call

Good morning-

The *Draft Environmental Impact Statement and Section 4(f)* (EIS) for the Cajalco Road Widening and Safety Enhancement Project (STPL 5956 [195]) is currently available for review by requesting cooperating / participating agencies through **June 9, 2021**. If the Cahuilla Band of Indians may have questions or would like to discuss the EIS, the following date and time is available for a web conference this week: June 4<sup>th</sup> (Friday), 2:00 pm to 3:00 pm.

Please confirm if Cahuilla would like to meet via web conference June 4<sup>th</sup> (Friday), 2:00 pm to 3:00 pm, and a meeting invitation will be provided for our calendars.

Many thanks,  
-Keturah

---

**From:** Anderson, Keturah  
**Sent:** Tuesday, May 25, 2021 4:04 PM  
**To:** BobbyRay Esparza <Besparza@cahuilla.net>  
**Cc:** anthony madrigal <anthonymad2002@gmail.com>; Zambon, Mary (MZAMBON@RIVCO.ORG) <mzambon@rivco.org>; Calvert, Brian <Brian.Calvert@icf.com>; Crawford, Karen <Karen.Crawford@icf.com>  
**Subject:** RE: Cajalco Road Widening Project - June 4th call

Good afternoon-

Would Cahuilla Band of Indians be available for a web conference on June 4<sup>th</sup> (Friday), between 1:00 pm and 3:00 pm, to discuss the Cajalco Road Widening *Draft Environmental Impact Statement and Section 4(f)* (EIS)?

Thanks,  
-Keturah

---

**From:** Anderson, Keturah  
**Sent:** Friday, May 21, 2021 12:26 PM  
**To:** BobbyRay Esparza <[Besparza@cahuilla.net](mailto:Besparza@cahuilla.net)>  
**Cc:** anthony madrigal <[anthonymad2002@gmail.com](mailto:anthonymad2002@gmail.com)>; Zambon, Mary ([MZAMBON@RIVCO.ORG](mailto:MZAMBON@RIVCO.ORG)) <[mzambon@rivco.org](mailto:mzambon@rivco.org)>; Burton, Aaron P@DOT <[aaron.burton@dot.ca.gov](mailto:aaron.burton@dot.ca.gov)>; Calvert, Brian <[Brian.Calvert@icf.com](mailto:Brian.Calvert@icf.com)>  
**Subject:** RE: Cajalco Road Widening Project

Good afternoon-

Would you be available to meet via web conference on Friday, June 4<sup>th</sup>, between 1:00 pm and 3:00 pm, to discuss the Cajalco Road Widening *Draft Environmental Impact Statement and Section 4(f)* (EIS)?

Thanks,



-Keturah

---

**From:** BobbyRay Esparza <[Besparza@cahuilla.net](mailto:Besparza@cahuilla.net)>  
**Sent:** Monday, May 17, 2021 4:09 PM  
**To:** Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>  
**Cc:** anthony madrigal <[anthonymad2002@gmail.com](mailto:anthonymad2002@gmail.com)>  
**Subject:** Re: Cajalco Road Widening Project

great sounds good

Respectfully,

BobbyRay Esparza

Cultural Coordinator

Cahuilla Band of Indians

Cell: (760) 423-2773

Office: (951) 763-5549

Fax: (951) 763-2808

---

**From:** Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>  
**Sent:** Monday, May 17, 2021 4:07 PM  
**To:** BobbyRay Esparza <[Besparza@cahuilla.net](mailto:Besparza@cahuilla.net)>  
**Cc:** anthony madrigal <[anthonymad2002@gmail.com](mailto:anthonymad2002@gmail.com)>  
**Subject:** RE: Cajalco Road Widening Project

The first week of June should not be an issue; I will confer with the project team on availability for that week.

Thanks,  
-Keturah

---

**From:** BobbyRay Esparza <[Besparza@cahuilla.net](mailto:Besparza@cahuilla.net)>  
**Sent:** Monday, May 17, 2021 4:05 PM  
**To:** Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>  
**Cc:** anthony madrigal <[anthonymad2002@gmail.com](mailto:anthonymad2002@gmail.com)>  
**Subject:** Re: Cajalco Road Widening Project

Yes, a later date would be great. We won't be available next week would the first of June be too far out? that would land on Tuesday

Respectfully,

BobbyRay Esparza

Cultural Coordinator

Cahuilla Band of Indians

Cell: (760) 423-2773

Office: (951) 763-5549

Fax: (951) 763-2808

---

**From:** Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>  
**Sent:** Monday, May 17, 2021 3:57 PM  
**To:** BobbyRay Esparza <[Besparza@cahuilla.net](mailto:Besparza@cahuilla.net)>  
**Cc:** anthony madrigal <[anthonymad2002@gmail.com](mailto:anthonymad2002@gmail.com)>  
**Subject:** RE: Cajalco Road Widening Project

Good afternoon-

Yes, a separate call should be possible; I will reach out to the project team to coordinate. Would a later date, closer to late May, be preferred to allow time to view the Draft EIS prior to the call?

Thanks,  
-Keturah



**KETURAH ANDERSON** | ENVIRONMENTAL PLANNING PRINCIPAL  
951.541.7684 | [keturah.anderson@icf.com](mailto:keturah.anderson@icf.com) | **ICF** | [icf.com](http://icf.com)

---

**From:** BobbyRay Esparza <[Besparza@cahuilla.net](mailto:Besparza@cahuilla.net)>  
**Sent:** Monday, May 17, 2021 3:37 PM  
**To:** Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>  
**Cc:** anthony madrigal <[anthonymad2002@gmail.com](mailto:anthonymad2002@gmail.com)>  
**Subject:** Cajalco Road Widening Project

Good afternoon,

You just sent an invite for Tuesday the 18th to discuss the draft EIS for the Cajalco Road Widening project and I will be out of the office that day could we set a different day and time to discuss? Also, I cc'd our Tribal Historic Preservation Officer Anthony Madrigal Sr in the email as well so he can join in the call and if you can please include him in the emails moving forward. Thank you

Respectfully,

BobbyRay Esparza

Cultural Coordinator

Cahuilla Band of Indians

Cell: (760) 423-2773

Office: (951) 763-5549

Fax: (951) 763-2808

---

**From:** Zuzanna Rand <zrand@wmwd.com>  
**Sent:** Tuesday, June 8, 2021 1:27 PM  
**To:** Anderson, Keturah  
**Cc:** Sonia Huff; Zambon, Mary; Calvert, Brian; Burton, Aaron P@DOT  
**Subject:** RE: Cajalco Road Widening Project - WMWD water and wastewater facilities. 1 of 3

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good Afternoon Keturah

Thank for all the files. I was surprised to see that these files were submitted to you back in 2012, long lead project. I will review them, and I will get back to you with the updates.

Yes, if possible, WMWD would like to obtain an additional info from the design engineers prior to completion of 60% design. It would help to provide better feedback regarding the possible relocation of the existing WMWD facilities. Any relevant info regarding updated Water, Non-Potable Water, Recycled Water and Wastewater Master Plans will be provided to you ASAP.

Have a nice afternoon!

Sincerely,

*Zuzanna Rand, P.E., M.S.*

Engineering - CIP  
*Western Municipal Water District*  
14205 Meridian Parkway, Riverside, CA 92518  
Office: (951) 571-7217, Cell: (951) 500-0979  
[zrand@wmwd.com](mailto:zrand@wmwd.com)

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**From:** Anderson, Keturah <Keturah.Anderson@icf.com>  
**Sent:** Tuesday, June 8, 2021 10:45 AM  
**To:** Zuzanna Rand <zrand@wmwd.com>  
**Cc:** Sonia Huff <shuff@wmwd.com>; Zambon, Mary <MZAMBON@RIVCO.ORG>; Calvert, Brian <Brian.Calvert@icf.com>; Burton, Aaron P@DOT <aaron.burton@dot.ca.gov>  
**Subject:** RE: Cajalco Road Widening Project - WMWD water and wastewater facilities. 1 of 3

Good morning Zuzanna-

As a follow up to our discussion yesterday regarding the Draft EIS for Cajalco Road Widening Project, and area utilities, please find attached a letter with water and sewer information submitted by WMWD in 2012. Due to the large file size, it will be transmitted in three parts (this is 1 of 3). If there may be additional information for consideration in the project design and EIS, or if WMWD would like to obtain additional design information in advance of 60% design, please let us know, and we can coordinate with the project engineers.

Also, to confirm, the draft 3.5 Utilities\_4 2021 EIS section reviewed by WMWD is the most current version.



Thank you for the advance notice regarding upcoming availability of the updated Water, Non-Potable Water, Recycled Water and Wastewater Master Plan. If the plan may not be posted on WMWD's website once available, could a copy be provided?

Thanks,  
-Keturah

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**From:** Zuzanna Rand <[zrand@wmwd.com](mailto:zrand@wmwd.com)>  
**Sent:** Monday, June 7, 2021 5:45 PM  
**To:** Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>  
**Cc:** Sonia Huff <[shuff@wmwd.com](mailto:shuff@wmwd.com)>  
**Subject:** Cajalco Road Widening Project - WMWD water and wastewater facilities.

Keturah

Thank you for returning my call.

I have reviewed the draft EIS for Cajalco Road Widening Project along with the draft 3.5 Utilities\_4 2021(that I have attached). The draft 3.5 Utilities have identified the majority of the existing WMWD water and wastewater facility. Currently, there are no street improvements plans (including the existing and proposed utilities) available to WMWD. Since there are no vertical and horizontal profiles of the Cajalco Project available at this time; therefore, no additional comments were made. As we discussed, the Project Engineers could contact me at my cell 951-500-0979 or email me at [zrand@wmwd.com](mailto:zrand@wmwd.com) to further discussed this matter. I will wait for your email with a previous info that was previously provided to you by the District.

Please note: the future planned development within the WMWD service area is in progress. WMWD is currently updating the Water, Non-Potable Water, Recycled Water and Wastewater Master Plans and it is expected to be completed by December 2021. Therefore, any future impact of expending and/or upsizing of the existing water, non-potable water, recycled water, or wastewater facility is not know at this time. As soon as the Master Plans will be completed, the updated information will be provided to you and your engineer for further evaluation.

*Have a nice evening!*

Sincerely,

*Zuzanna Rand, P.E., M.S.*

Engineering - CIP  
***Western Municipal Water District***  
14205 Meridian Parkway, Riverside, CA 92518  
Office: (951) 571-7217, Cell: (951) 500-0979  
[zrand@wmwd.com](mailto:zrand@wmwd.com)

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**From:** Gustavo Quintero <GQuintero@bec-riv.org>  
**Sent:** Tuesday, June 8, 2021 6:53 AM  
**To:** Anderson, Keturah  
**Cc:** Zambon, Mary; Erik Galloway; Steve Keel  
**Subject:** Cajalco Road Widening DEIS (Riverside County)

Good Morning Keturah,

On behalf of Marlin Feenstra, RCTC's Capital Projects Director-

The Riverside County Transportation Commission (RCTC) has reviewed the above referenced document and has the following comments:

1. Discussion on Page 1-34 should be updated to reflect the current status of nearby RCTC projects.
  - I-215 Placentia Avenue Interchange: Construction began in August 2020.
  - I-215 Widening from Nuevo Road to the SR-60/I-215 Interchange: Future project (schedule to be determined as funding is developed) to widen 10.75-mile section of I-215 by adding one carpool lane in each direction and a northbound auxiliary lane to improve traffic merging onto SR-60
  - I-15 Express Lanes Project Southern Extension: Preliminary studies are underway to extend I-15 Express Lanes currently under construction by an additional 14.5 miles extending from Cajalco Road in Corona to SR-74 (Central Avenue) in Lake Elsinore; project would add two tolled express lanes in both directions within the I-15 median; construction could begin as early as 2025
2. RCTC would like to continue to be informed as the Cajalco Road Widening Project proceeds.

If you have any questions, please contact Marlin Feenstra at (951) 787-7141 or [mfeenstra@rctc.org](mailto:mfeenstra@rctc.org).

Sincerely,

Marlin Feenstra

*Gustavo Quintero, Project Coordinator*  
Bechtel/RCTC  
4080 Lemon Street, Third Floor  
Riverside, CA 92501  
Office: (951) 787-7935  
Cell: (951) 205-9397  
[gquintero@bec-riv.org](mailto:gquintero@bec-riv.org)

The requirements of the Regional Board's applicable permits should be described so that they can be confirmed by the reader and that the reader may conclude that they mitigate the project's potential impacts to water quality. The document should list the specific applicable permits and direct the reader to where they can be reviewed by the public. The recommendations described below conform with the permittee's obligations for public participation and intergovernmental coordination under 40CFR122.26(d)(2)(iv).

Discharges of pollution from municipal separate storm sewer systems (MS4s) in the project are regulated by Order R8-2010-0033. The Order requires controls for pollution during the construction and operation phases of the project. The Order is available at:

[https://www.waterboards.ca.gov/santaana/board\\_decisions/adopted\\_orders/orders/2010/10\\_033\\_RC\\_MS4\\_Permit\\_01\\_29\\_10.pdf](https://www.waterboards.ca.gov/santaana/board_decisions/adopted_orders/orders/2010/10_033_RC_MS4_Permit_01_29_10.pdf)

Discharges of pollution during construction of the project are also regulated by Order No. R8-2010-0033. The Order incorporates by reference the requirements of the State Water Resources Control Board's Order 2009-0009-DWQ (commonly known as the Construction General Permit or CGP). The CGP requires controls for pollution in stormwater discharges associated with construction and land disturbance activities. The CGP is available at:

[https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/docs/constpermits/wqo\\_2009\\_0009\\_complete.pdf](https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_complete.pdf)

The Order specifies minimum control measures to effectively prohibit non-stormwater discharges from the Project's MS4 unless they are exempt or permitted by an NPDES permit, and to reduce or eliminate pollution in storm water runoff to the maximum extent practicable. The document should summarize the minimum control measures and refer the reader to the MS4 owner's or operator's stormwater program plans for further details. These program plans include the Drainage Area Management Plan, the Guidance and Standards for Transportation Projects for the Santa Ana Region Riverside County Co-permittees, and others.

The document should disclose the specific structural treatment controls that may be employed as part of the project to comply with the Order. Treatment controls may pose hazards that should be disclosed. Many hazards may be mitigated by conforming to published and generally-accepted design standards. Treatment controls should not be identified with generic terminology that does not indicate their principal of operation, the degree of effectiveness for removing pollution, or the potential hazards they pose to the environment. Treatment controls should be identified using terminology in published design manuals. The design manuals should be noted and the reader should be referred to them for further details.

Water quality impacts may be categorized and analyzed as impacts to the physical, chemical, or biological integrity of a water body. The orders described above generally address impacts to the chemical integrity of the receiving water by requiring pollution controls. Order R8-2010-033 also includes requirements for controls to address hydraulic conditions of concern. These conditions involve changes in hydrology that directly impact the physical integrity of channels and indirectly impact the channel's biological integrity. The Order and the MS4 owner's or operator's stormwater program plans contain specific technical criteria for mitigating impacts related to hydraulic conditions of concern. These potential impacts and the mitigation should be disclosed in the document.

Additional comments from the Santa Ana Water Board include the following points:

The project should first seek to avoid impacts to wetland, riparian, and streambed habitat and demonstrate this effort prior to minimizing such impacts. Mitigation is the last resort after fully exploring the avoidance and minimization options for the project design.

Furthermore, the project must demonstrate compliance with water quality standards, which encompass not only the numerical and narrative water quality objectives but also the protection of associated designated beneficial uses and compliance with the State and federal anti-degradation policies, as identified in the Water Quality Control Plan for the Santa Ana River Basin. Impacts to wetland, riparian, and streambed habitat (whether direct or indirect) could be subject to Clean Water Act section 401 should federal waters be involved. Regardless, impacts to all State waters (including federal waters) would be subject to the California Water Code and waste discharge requirements.





June 9, 2021

Keturah Anderson  
Environmental Planning Principal  
ICF

RE: Draft Environmental Impact Statement (EIS) for the Cajalco Road Widening Project (STPL 5956 [195])

We have reviewed the proposed Draft Environmental Impact Statement (EIS) for the Cajalco Road Widening Project (STPL 5956 [195]) and any potential impacts to mitigation within the RCRCD's lands. The RCRCD will continue to coordinate efforts with the County to minimize, reduce, and assist in mitigation for this phase of the project.

Sincerely,

Shani Pynn  
Senior Plant Restoration Ecologist



THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

June 9, 2021

**Via E-mail**

Mr. Aaron P. Burton  
Senior Environmental Planner  
Local Assistance – Environmental Support  
Department of Transportation, District 8  
464 West Fourth Street, 6th Floor, MS 760  
San Bernardino, CA 92401-1400

Ms. Mary Zambon  
Project Manager  
County of Riverside Transportation Department  
4080 Lemon Street  
Riverside, CA 92502-1629

Dear Mr. Burton and Ms. Zambon:

**Review of Administrative Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation for the Cajalco Road Widening and Safety Enhancement Project**

The Metropolitan Water District of Southern California (Metropolitan) received an administrative draft copy of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and Section 4(f) Evaluation (Evaluation) for the Cajalco Road Widening and Safety Enhancement Project. Metropolitan has reviewed the documentation and submits the comments below for your consideration.

**Administrative Draft EIR/EIS**

**General Comments on the Administrative Draft EIR/EIS**

1. The 1995 Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (LMMSHCP/NCCP), Cooperative Management Agreement, applicable conservation easements, and other related approvals and agreements must be preserved or made whole as a result of the County of Riverside's road widening project. In addition, the agreements related to the Mitigation Bank land areas within the Lake Mathews Multiple Species Reserve (LMR) are also focused on partially satisfying the multi-agency regional Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP). Furthermore, a 2002 Settlement and General Release Agreement between Metropolitan, California Department of Fish and Wildlife (CDFW), Riverside County Habitat Conservation Agency

(RCHCA), and the San Bernardino Valley Audubon Society specifies various requirements for the management of the LMR lands and new development or construction within the LMR by the signatories and stakeholders such as Metropolitan. This Audubon Settlement Agreement also prohibits the use of the Mitigation Bank credits by third parties other than Metropolitan.

The EIR/EIS should identify the existing LMR management plans, governing structures, and agreements and acknowledge the need to make whole the parties and resources identified therein and clearly outline how the County of Riverside proposes to accomplish this.

2. The agreements, conservation easements, permits, and approvals associated with the LMR and the LMMSHCP/NCCP will need to be modified to allow for the project to be constructed, which is not addressed in the EIR/EIS. The EIR/EIS should provide detail about the discretionary process or decision-making action that will be required to construct the project within the LMR generally. In this regard, the document should include additional details regarding the panoply of existing permits, species and habitat management agreements, water facility approvals, conservation easements, and other restrictions that the land is already subject to and the proposed process to preserve or satisfy the resources and obligations provided therein. These permits, agreements, approvals, easements, and other restrictions envisioned the conservation of LMR lands in perpetuity, with expansions as appropriate for covered species. Impacts would affect both the existing State Ecological Reserve land areas and the Mitigation Bank land areas within the LMR.

Any modification or replacement of the existing agreements, easements, permits, and approvals can only happen if the mitigation and new terms are agreeable to all regulatory stakeholders and parties. Furthermore, any modifications to the agreements and additional land added to the Reserve will require a subsequent California Environmental Quality Act (CEQA) document.

3. The EIR/EIS needs to clarify that the LMMSHCP/NCCP provides Endangered Species Act coverage for and fully mitigates impacts related to a variety of past and future Metropolitan projects, as well as impacts to ongoing operations of Metropolitan's Lake Mathews reservoir.

The EIR/EIS needs to clarify that the LMMSHCP provides for an "ecosystem approach" to management of the LMR that considers the land as an integrated ecological unit to be managed for multiple species values to benefit the 65 target species rather than a single species approach.

4. While Metropolitan concurs, as indicated in the EIR/EIS, that there have been conversations between Riverside County and Metropolitan about the project, the language in the document regarding the development of a mitigation plan to compensate for the loss of lands within the LMR and to address the goals of the LMMSHCP could suggest to some readers that Metropolitan is a co-lead or is otherwise attempting to assign mitigation credits or incidental

take rights that, by statute and agreement, Metropolitan is unable to convey or assign to third parties. The EIR/EIS should therefore clarify that Metropolitan is not a joint project lead or co-sponsor of the project.

5. While the Lead Agency may determine the proposed mitigation measures are adequate to reduce impacts to a level of less than significant, the EIR/EIS does not specify the proposed mitigation lands. All proposed mitigation for impacts to reserve land and Metropolitan fee property is subject to approval by Metropolitan, the agencies, and the parties to the settlement agreement. The EIR/EIS should identify the LMMSHCP/NCCP stakeholders with which the County of Riverside would need to coordinate a discretionary action.
6. The EIR/EIS needs to more clearly distinguish between the LMMSHCP/NCCP, the LMMSHCP/NCCP's planning area, and the LMR. The LMMSHCP/NCCP was a joint conservation effort of Metropolitan and the RCHCA consisting of an overall planning area of 5,993.50 acres. The LMR totals 5,110.40 acres, made up of the 2,544.90-acre Mitigation Bank Land area for use by Metropolitan and RCHCA and the so-called "pre-existing" 2,565.50-acre ecological reserve area (Existing State Ecological Reserve land area) land area. Excluded from the LMR, but within the LMMSHCP/NCCP planning area, are 728.6 acres designated for Metropolitan operation and maintenance activities at Lake Mathews and 154.50 acres for water facility improvements and related projects inside the planning area. The Lake Mathews Reservoir is also not included within the LMR.

### Comments on Specific Sections of the Administrative Draft EIR/EIS

#### Chapter 2 Project Alternatives

1. Table 2.2-3 Alternatives Comparison Table (pages 2-95 to 98)
  - a. The table should provide the amount of resource impacts (in acres) that would occur within the LMR for each alternative, which should easily be distinguishable from impacts to other lands in the project area.
  - b. What land area does "Lake Mathews MSHCP Core and Linkage impacts" refer to?
  - c. What is the "Lake Mathews Mitigation Area" that the table indicates would not be affected?

#### Chapter 3.1– Human Environment – Land Use

1. Affected Environment (page 3.1-2). Please revise the LMMSHCP paragraph to indicate that the 5,993.50 acres owned by Metropolitan around the Lake Mathews reservoir is the total area included in the LMMSHCP/NCCP planning area, which also includes 728 acres designated for Metropolitan operations and maintenance activities at Lake Mathews and 154.50 acres for water facility improvements and related projects, both excluded from the LMR (5,110.40 acres). The paragraph should also provide the names of the other jurisdictions involved in management of



the reserve and that it is comprised of both a Mitigation Bank (2,544.90 acres) and State Ecological Reserve (2,565.50 acres).

#### Chapter 3.4 Community Impacts

1. Relocations and Real Property Acquisition. Discussion of how Metropolitan's LMR lands would be acquired is not included and should be addressed in this section.

#### Chapter 3.8 Cultural Resources

1. Page 3.8-10 states "No temporally diagnostic artifacts were observed, and the age of the site could not be determined, other than that it is from the prehistoric era." The sentence is repeated in the first two paragraphs of this page
2. Page 3.8-10 states that "A Section 106 Memorandum of Agreement (MOA) will be developed for all sites that will be affected by the project and will include mitigation measures and treatment for historic properties. The Native American tribes that have been involved in consultation for the Cajalco Road Widening Project will be invited to participate in the development of the MOA. Consultation with the SHPO and consulting tribes will continue through consultation on the MOA, which will be completed prior to the Final EIR/EIS."

It should be noted here that any mitigation measures and treatment for historic properties/historical resources on Metropolitan property must be vetted and approved by Metropolitan in addition to Tribes, Caltrans, and the State Historic Preservation Officer (SHPO). The Potential Prehistoric Archaeological District (PPAD), all three Native American TCPs, and the combined site of CA-RIV-2263, 2264, and 4444 are all partially within Metropolitan and/or LMR ROW. Parcel/property ownership and coordination is not described.

3. Page 3.8-13 and Page 3.8-14, Section 3.8.3.1 describes potential adverse effects on the Mead Valley PPAD. Sub sections describe adverse effects from each alternative. Build Alternatives 1 and 2c will permanently impact 1,336 and 501 acres (respectively). No description of acreage impacts is listed for Build Alternative 4 to the PPAD. Request the permanent acreage impacts for Build Alternative 4 and percentage of the PPAD delineated in the vicinity of the project, consistent with the descriptions for the other project alternatives.
4. Page 3.8-17 and Page 3.8-25. On Page 3.8-17, Standard Project Measure - Project Feature-CR-1 (PF-CR-1) references a Project Discovery and Monitoring Plan. Page 3.8-25 states "In addition to the Standard Project Measures **PF CR-1** and **PF CR-2** identified in Section 3.8.3.2, a Section 106 MOA will be developed for all sites that will be affected by the project. The MOA will include mitigation measures and treatment for historic properties" and furthermore states: "For sites that will be adversely affected, mitigation measures in the

MOA could include development of an archaeological treatment plan, data recovery, and development of protective measures for individual elements of sites or sites as a whole. Protective measures could also include alternative construction techniques. The archaeological treatment plan will define the elements of data recovery, including methods of investigation, a research design, and guidelines for the treatment and disposition of materials recovered during data recovery. Data recovery methods generally involves some form of excavation, recovery of artifacts, laboratory analysis, more detailed archival research, and reporting.”

Is the PF-CR-1 Project Discovery and Monitoring Plan the same as the archaeological treatment plan described as a mitigation measure of the MOA? One plan is described as a “standard measure,” the other as mitigation component of the SHPO MOA. Please clarify how or whether these plans differ from one another.

#### Chapter 3.12- Paleontology

1. General Comment- This chapter contains a Paleontological Mitigation Plan (PMP) as a mitigation measure, while as noted above, the Cultural Resources chapter describes an archaeological monitoring plan as a Standard Project Measure. What is the distinction between whether a plan is determined to be a standard project feature or a mitigation measure?

#### Chapter 4- CEQA- Cultural Resources

1. Page 4-90. Same as the comment on Page 3.8-10 and pertains to Build Alternatives. The document states “A Section 106 Memorandum of Agreement (MOA) will be developed for all sites that will be affected by the project and will include mitigation measures and treatment for historic properties. The Native American tribes that have been involved in consultation for the Cajalco Road Widening Project will be invited to participate in the development of the MOA, which will be completed prior to the Final EIR/EIS. Avoidance, mitigation, and treatment developed through the MOA will be sufficient to reduce impacts on the three TCPs under CEQA. Standard Project Measures **PF CR-1** and **PF CR-2** have been identified to further reduce impacts on cultural resources (see Section 3.8, *Cultural Resources*).”

It should be noted here that any mitigation measures and treatment for historic properties/historical resources on Metropolitan property must be vetted and approved by Metropolitan in addition to Tribes, Caltrans, County of Riverside, and SHPO. The Potential Prehistoric Archaeological District, all three Native American TCPs, and the combined site of CA-RIV-2263, 2264, and 4444 are all partially within Metropolitan or LMR ROW. Parcel/property ownership and coordination is not described.

## **Appendix A – Section 4(f) Evaluation**

### General Comments on the Section 4(f) Evaluation

1. The Evaluation needs to be updated to incorporate material provided in Metropolitan's May 5, 2021 response to the County of Riverside's information request for Public Wildlife and Waterfowl Refuge Resources under the Federal Transportation Act, 49 U.S.C. Section 303 ("Section 4(f)")
2. The Evaluation and proposed de minimis use (specifically Chapters 7 and 8) addresses permanent and temporary use of Reserve Lands under Metropolitan jurisdiction. The constructive use analysis also determines that "although there would be vegetation and wildlife impacts at the refuge, they would not be so extreme as to result in a Section 4(f) constructive use." The analysis does not analyze whether the noise, vibration, lighting, air quality ecological, etc. impacts would result in proximity impacts which affect the quality of the habitat and suitability for species in the adjacent reserve lands. These adverse effects may be significant if they create "edge effects" and reduce the habitat value and suitability for species within reserve lands adjacent to the roadway, and mitigation should be proposed to reduce the effect to less than significant. This analysis should be included in the EIR/EIS as well.
3. Mitigation (BIO-17) is proposed at a 1:1 ratio to compensate for permanent impacts (loss of reserve lands). The 1:1 ratio may not be adequate to replace reserve lands and should be subject to consultation with all agencies that are signatories to the existing reserve agreements.
4. The Evaluation states that "Formal consultation with MWD and RCHCA to confirm the findings of this Section 4(f) analysis, including de minimis finding for the LM-EM Reserve, will occur following public review of this Section 4(f) documentation. Thereafter, correspondence with the official with jurisdiction over LM-EM Reserve lands will be added to Attachment A of this Section 4(f) appendix." We look forward to the formal consultation process to resolve the issues identified in this comment letter and through other coordination.

### Specific Comments on the Section 4(f) evaluation

1. Chapter 7 – Lake Mathews-Estelle Mountain Core Reserve Proposed De Minimis Use
  - a. Needs to more clearly distinguish between Metropolitan's LMR and the Lake Mathews-Estelle Mountain Core Reserve (LM-EMR), established pursuant to the Riverside County Habitat Conservation Agency's March 1996 Habitat Conservation Plan for the Stephens' Kangaroo Rat (SKR) in Western Riverside County, California. The LMR is within the boundaries of the LM-EMR but is a separate reserve.

- b. Metropolitan acreage as the largest landowner appears incorrect, the acreage in the LMR is 5,110.40 not 4,971.41. What is the reference for the acreage number provided?
  - c. The LMR is also comprised of the 2,544.90-acre Mitigation Bank, not just the state Ecological Reserve as suggested on page 7-1. Please correct this information.
- 2. Table 7-4. Measures to Minimize Harm to LM-EM Reserve
  - a. BIO-15 Restoration for Temporary Impacts within the LM MSHCP Area (NC-19 [NES BIO-15]): The Western Riverside County Regional Conservation Authority would not be involved in mitigation on the LMR, as the agency is not a party to the LMMSHCP. The document doesn't state whom would conduct the mitigation. Please update the document to include information on whom would conduct the mitigation. Provision of funds in the LMR endowment should be included as an option to carry out the restoration of temporary impacted areas.
  - b. BIO-17 Replacement Lands for Permanent Impacts within the LM MSHCP Area (NC-17 [NES BIO-17]): The document does not address how the mitigation lands would be acquired and managed in perpetuity. Please update to contain more specific information.
- 3. Chapter 8 - Lake Mathews Multiple Species Reserve Proposed De Minimis Use
  - a. Page 8-1: It is misleading to state that the existing land use in the LMR is undeveloped open space and unpaved access roads when the primary use is as multiple-species habitat reserve. The list of primary functions of the LMR omits providing coverage under federal and state endangered species regulations and mitigating impacts related to a variety of past and future Metropolitan projects, and ongoing operations of Metropolitan's Lake Mathews reservoir.
  - b. Page 8-9: The document states that sections of removed roadbed would be added to the LMR with implementation of the project, while the new (widened) Cajalco Road will impact (occupy) areas currently in the reserve. It further states that adding lands from the previous roadway into the reserve would be a "beneficial impact" to the reserve. It is unclear how this would be beneficial, since adding the removed roadbed to the LMR is essentially a land swap.
  - c. Pages 8-15/16 Draft Section 4(f) De Minimis Finding: A De Minimis Finding is made and appears to be made solely on the basis of the amount of land impacted by the project and mitigation thereof, with no consideration of the content of the LMMSHCP/NCCP, actual impacts to the LMR from the project, or Metropolitan's needs and requirements.




Mr. Burton and Ms. Zambon

Page 8

June 9, 2021

Thank you for considering Metropolitan's comments in your planning process. We look forward to additional discussion and coordination. If you have any questions, please contact Sean Carlson of my staff at 213-217-6276 or via email at [scarlson@mwdh2o.com](mailto:scarlson@mwdh2o.com).

Very truly yours,

A handwritten signature in black ink that reads "Jennifer Harriger". The script is cursive and fluid.

Jennifer Harriger

Unit Manager, Environmental Planning

SC

(Share Point\External Comment Letter\DEIR\EIS\Cajalco Road Widening)

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**From:** Taylor, John <john\_m\_taylor@fws.gov>  
**Sent:** Thursday, June 10, 2021 2:10 PM  
**To:** Zambon, Mary; Calvert, Brian; Flores, Marisa; Anderson, Keturah; Eissa, Mohamed; Burton, Aaron P@DOT  
**Cc:** Heather Pert; Beck, Carly@Wildlife; Cleary-Rose, Karin  
**Subject:** Preliminary agency comments - Cajalco Road Widening Project STPL 5956 (195) - Draft EIR/EIS

In Reply Refer To: FWS/CDFW-13B0038-21TA1140

Mary and Aaron,

The U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Wildlife (Department), hereafter collectively referred to as the Wildlife Agencies, received the Cajalco Road Widening Project's (Project) draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) on May 7, 2021. The California Department of Transportation (Caltrans) and the Riverside County Transportation Department (RCTD) has been working cooperatively with the Wildlife Agencies on the Project and we appreciate the time and effort that has gone into achieving this milestone. The Wildlife Agencies requested additional time to review the document, however, an extension was not provided therefore the comments below are based on a preliminary review and not exhaustive. The Wildlife Agencies were able to meet with RCTD on June 9, 2021 to discuss some of the comments included below.

The Wildlife Agencies offer the following comments on the draft EIR/EIS for your review.

- General comment: Approval of changes to conservation area within the Lake Matthews-HCP/NCCP should indicate this will require an amendment and is not a discretionary action. Changes to the Lake Mathews HCP/NCCP will require CEQA/NEPA documentation. **(Discussed during June 9, 2021 call with Wildlife Agencies)**
- Appendix 4(f) – general comment: change in conservation function of 4(f) lands needs to be discussed. **(Discussed during June 9, 2021 call with Wildlife Agencies)**
- Appendix 4(f) – Section 7.3 – The measures in the EIR/EIS to avoid and minimize are for project-related actions but need to identify and discuss long-term impacts to 4(f) resources. **(Discussed during June 9, 2021 call with Wildlife Agencies)**
- Appendix 4(f) – Section 8.3 – The EIR/EIS included Avoidance and Minimization Measures focus on project-related actions during construction but should identify and discuss long-term impacts to 4(f) resources. **(Discussed during June 9, 2021 call with Wildlife Agencies)**
- Section 3.17.2 – Please clarify if additional resources were used to assess natural communities that are present onsite other than CNDDB. The project transects multiple HCP's vegetation maps, monitoring data, and target habitat types for those planning areas and the data associated with these areas should have also been used in the analysis. This analysis does seem to have been done in 3.17.2.3 but is not adequately described within the two sections. **(Discussed during June 9, 2021 call with Wildlife Agencies)**
- Section 3.17.2.3 – In Table 3.17-2 only the Lake Mathews HCP/NCCP is represented but the WR MSHCP is not. It is discussed within the text and mapping but not within the table. Please explain why this was not included in Table 3.17.2. **(Discussed during June 9, 2021 call with Wildlife Agencies)**

- Section 3.17.2.4 – Disagree with the following statement as it relates to MSHCP 6.1.2. **(Discussed during June 9, 2021 call with Wildlife Agencies)**
  - “Ephemeral riverine drainages transport water during or for a short time after rainfall events and may support herbaceous hydrophytes that do not qualify as riparian vegetation community” (3.17-95)
    - If vegetation is within or directly adjacent to an ephemeral drainage and is being sustain by that drainage, then it should be classified as riparian. The document also mis-states the rip/rive definition slightly. MSHCP 6.1.2 states that rip/riv resources are “lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to, or which depend upon soils moisture from a nearby fresh water source; or area with fresh water flow during all or apportion of the year.”
- Section 3.17.3.4 – Minor amendments can only happen if no increase in take and no loss of conservation. RCTD needs to ensure and demonstrate that no increased take is occurring as a result of this project. **(Discussed during June 9, 2021 call with Wildlife Agencies)**
- Section 3.17.4 – NC-15 (NES BIO-14) needs to modify language to discuss permittee responsible mitigation instead of listing mitigation banks, ILF, etc. Text should also speak in terms of acreage not mitigation ratio and should state that the mitigation provided by the project will be either biologically superior or equivalent to resources occurring onsite. The current statement on page 3.17-179 indicates that the MSHCP sets mitigation ratios rather than determining the appropriate mitigation based on an analysis of functions and values. **(Discussed during June 9, 2021 call with Wildlife Agencies)**
  - NC-1 (NES BIO-1) – Not sure if a statement should be added that time frames may change dependent on rainfall?
- Section 3.23 – Section contains description but no analysis of biology and function of reserve. **(Discussed during June 9, 2021 call with Wildlife Agencies)**
- Reserve ownership comment: Reserve is not owned and managed by all listed parties in the following sections; please revise as appropriate **(Discussed during June 9, 2021 call with Wildlife Agencies)**:
  - Chapter 3 (LU) – Section 3.1.1.1 (Regional Setting) and Section 3.1 Table 3.1-9
  - Chapter 3 (Paleo) – Section 3.12.2.4
  - Appendix A 4(f) – Section 7.1 Description of 4(f) property
- Section 3.17.4 **(Discussed during June 9, 2021 call with Wildlife Agencies)**
  - NC-17 (NES BIO-17) (Mitigation): **Please remove any language specifying a fixed ratio in both the EIR/EIS and NES. It is appropriate to indicate a minimum 1:1 ratio and mitigation provided by the project will need to be both biologically superior or equivalent to resources occurring onsite and replace mitigation values and be acceptable to the LMR and Wildlife Agencies.**
  - NC-20 (NES BIO-21) (Mitigation): **Please remove any language specifying a fixed ratio in both the EIR/EIS and NES. It is appropriate to indicate a minimum 1:1 ratio and mitigation provided by the project will need to be both biologically superior or equivalent**

**to resources occurring onsite and replace mitigation values and be acceptable to the LMR and Wildlife Agencies.**

We appreciate the opportunity to comment on the draft document and look forward to our ongoing coordination as participating agencies with Caltrans and RCTD. If you have any questions regarding these comments or would like to schedule a meeting, please contact John M. Taylor of the Service, or Carly Beck of the Department, via email.

*Carly Beck*

Senior Environmental Scientist (Specialist)  
Inland Deserts Region  
California Department of Fish and Wildlife  
3602 Inland Empire Blvd., Suite C-220  
Ontario, CA 91764  
951-218-2940

And

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John M. Taylor  
U.S. Fish and Wildlife Service - Palm Springs  
777 East Tahquitz Canyon Way, Suite 208  
Palm Springs, CA 92262  
[john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov)  
<https://www.fws.gov/carlsbad/>  
[Carlsbad FWO 2020 Annual Report](#)

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*Due to current DOI/USFWS COVID-19 guidance I am currently working remotely. Please send an email to set up a phone conversation.*



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**From:** Meek, Clifton <meek.clifton@epa.gov>  
**Sent:** Friday, June 11, 2021 7:10 PM  
**To:** Anderson, Keturah  
**Cc:** Burton, Aaron P@DOT; Zambon, Mary; Eissa, Mohamed; Calvert, Brian  
**Subject:** EPA comments of the Administrative Draft EIS for the Cajalco Road Widening Project

Hi Keturah-

Thank you for the opportunity to review the Administrative Draft EIS for the Cajalco Road Widening Project. The project team has done an incredible job of pulling together an immense amount of information into a relatively concise, yet informative document. I especially appreciate all of the clear mapping provided in the Wetlands Chapter, Natural Communities Chapter, and Appendix J. The few comments I have below to improve the document are focused on Environmental Justice:

1. Page 3.4-72: As the cost of living in Riverside County is significantly higher than the national average, the U.S. Department of Health and Human Services poverty guidelines may not be the appropriate data source to determine whether or not project area populations are low-income. When available, EPA recommends using local data sources in NEPA analyses to determine low-income status of project area populations. In this case, a more appropriate data source is the California Department of Housing and Community Development 2020 State Income Limits (<https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/income-limits-2020.pdf>) which define any family of 4 making less than \$60,250 in Riverside County as low-income. Using this more accurate data source reveals that there *are* low-income populations present in the study area, contrary to what is currently stated in the text.
2. Page 3.4-80: A majority of the displacements/relocations will occur in Mead Valley, with both the highest minority population in the project area, as well as the lowest income census tract (420.09, Block Group 3), which at \$39,583 is well below the Riverside county low-income level of \$60,200. As such, additional analysis may be required to determine whether the project has a disproportionately high and adverse impact on this low-income and minority population with respect to displacements. If this is determined to be the case, consideration of additional mitigation measures that go above/beyond those outlined in the Uniform Act may be warranted to ensure that displaced families will be able to afford a replacement home or rental unit in their neighborhood.
3. Page 3.25-17: As noted above, the statement that there are no low-income populations present in the study area is not accurate when local data sources are used to determine low-income status of project area populations.

-----  
Clifton Meek, Life Scientist  
U.S. EPA, Region 9  
Environmental Review Branch - Transportation Team  
75 Hawthorne Street, TIP-2  
San Francisco, CA 94105

phone: 415-972-3370  
[meek.clifton@epa.gov](mailto:meek.clifton@epa.gov)

## **H.2 Scoping Meetings and Comments**

## **H.2.1        NOP Scoping – 2011**

#### **H.2.1.1 Notice of Preparation and Scoping Meeting Announcements**





Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

Notice of Preparation

September 6, 2011

To: Reviewing Agencies  
Re: Cajalco Road Widening and Safety Enhancement Project  
SCH# 2011091015

Attached for your review and comment is the Notice of Preparation (NOP) for the Cajalco Road Widening and Safety Enhancement Project draft Environmental Impact Report (EIR).

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

Please direct your comments to:

Mary Zambon  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501

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

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

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2011091015  
**Project Title** Cajalco Road Widening and Safety Enhancement Project  
**Lead Agency** Riverside County

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**Type** NOP Notice of Preparation  
**Description** The County of Riverside (County) is proposing to widen Cajalco Road from two to four lanes between Harvill Avenue to the east and Temescal Canyon Road to the west, and from four to six lanes between Interstate 215 (I-215) southbound ramps and Harvill Avenue. Related proposed improvements include traffic signals, bus turnouts, additional turn lanes, and watercourse crossing and drainage improvements.

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**Lead Agency Contact**

**Name** Mary Zambon  
**Agency** Riverside County Transportation Department  
**Phone** (951) 955-6759 **Fax**  
**email**  
**Address** 3525 14th Street  
**City** Riverside **State** CA **Zip** 92501

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**Project Location**

**County** Riverside  
**City** Corona, Perris  
**Region**  
**Cross Streets** Cajalco Road, Temescal Canyon Road, Interstate 215  
**Lat / Long** 33° 49/50' 25.9" N / 117° 30/15' 36.9" W  
**Parcel No.** Multiple  
**Township** 4S **Range** 4,5,6W **Section** Multip **Base** Multiple

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**Proximity to:**

**Highways**  
**Airports** March ARB, Lk Mathews Air  
**Railways** BNSF  
**Waterways** Lake Mathews  
**Schools** Four schools  
**Land Use** County: C-P-S, M-SC, R-R-1, A-1, I-P, W-1, R-A-1/2, SP, R-A-1, R-T, A-1-5, N-A; Corona: G, M2, CC, A

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

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**Reviewing Agencies** Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 6; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8

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**Date Received** 09/06/2011 **Start of Review** 09/06/2011 **End of Review** 10/05/2011

# NOP Distribution List

County: Riverside

SCH#

2011091015

## Resources Agency

- ☒ Resources Agency  
Nadell Gayou
- ☐ Dept. of Boating & Waterways  
Mike Sotelo
- ☐ California Coastal Commission  
Elizabeth A. Fuchs
- ☐ Colorado River Board  
Gerald R. Zimmerman
- ☐ Dept. of Conservation  
Jonathan Martis
- ☐ California Energy Commission  
Eric Knight
- ☐ Cal Fire  
Allen Robertson
- ☐ Central Valley Flood Protection Board  
James Herota
- ☒ Office of Historic Preservation  
Ron Parsons
- ☒ Dept of Parks & Recreation  
Environmental Stewardship Section
- ☐ California Department of Resources, Recycling & Recovery  
Sue O'Leary
- ☐ S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam
- ☒ Dept. of Water Resources  
Resources Agency  
Nadell Gayou

Conservancy

## Fish and Game

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

- ☐ Fish & Game Region 1E  
Laurie Hamsberger
- ☐ Fish & Game Region 2  
Jeff Drongesen
- ☐ Fish & Game Region 3  
Charles Armor
- ☐ Fish & Game Region 4  
Julie Vance
- ☐ Fish & Game Region 5  
Leslie Newton-Reed  
Habitat Conservation Program
- ☒ Fish & Game Region 6  
Gabrina Gatchel  
Habitat Conservation Program
- ☐ Fish & Game Region 6 I/M  
Brad Henderson  
Inyo/Mono, Habitat Conservation Program
- ☐ Dept. of Fish & Game M  
George Isaac  
Marine Region

## Other Departments

- ☐ Food & Agriculture  
Steve Shaffer  
Dept. of Food and Agriculture
- ☐ Depart. of General Services  
Public School Construction
- ☐ Dept. of General Services  
Anna Garbeff  
Environmental Services Section
- ☐ Dept. of Public Health  
Bridgette Binning  
Dept. of Health/Drinking Water

## Independent Commissions, Boards

- ☐ Delta Protection Commission  
Linda Flack
- ☐ Cal EMA (Emergency Management Agency)  
Dennis Castrillo
- ☐ Governor's Office of Planning & Research  
State Clearinghouse

- ☒ Native American Heritage Comm.  
Debbie Treadway
- ☒ Public Utilities Commission  
Leo Wong
- ☐ Santa Monica Bay Restoration  
Guangyu Wang
- ☐ State Lands Commission  
Cy R. Oggins
- ☐ Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

## Business, Trans & Housing

- ☒ Caltrans - Division of Aeronautics  
Philip Crimmins
- ☐ Caltrans - Planning  
Terri Pencovic
- ☒ California Highway Patrol  
Bob Nannini  
Office of Special Projects
- ☐ Housing & Community Development  
CEQA Coordinator  
Housing Policy Division

## Dept. of Transportation

- ☐ Caltrans, District 1  
Rex Jackman
- ☐ Caltrans, District 2  
Marcelino Gonzalez
- ☐ Caltrans, District 3  
Bruce de Terra
- ☐ Caltrans, District 4  
Lisa Carboni
- ☐ Caltrans, District 5  
David Murray
- ☐ Caltrans, District 6  
Michael Navarro
- ☐ Caltrans, District 7  
Elmer Alvarez

- ☒ Caltrans, District 8  
Dan Kopulsky
- ☐ Caltrans, District 9  
Gayle Rosander
- ☐ Caltrans, District 10  
Tom Dumas
- ☐ Caltrans, District 11  
Jacob Armstrong
- ☐ Caltrans, District 12  
Marlon Regisford

## Cal EPA

## Air Resources Board

- ☐ Airport Projects  
Jim Lerner
- ☐ Transportation Projects  
Douglas Ito
- ☐ Industrial Projects  
Mike Tollstrup

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

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

- ☐ State Water Resources Control Board  
Phil Crader  
Division of Water Rights

- ☒ Dept. of Toxic Substances Control  
CEQA Tracking Center

- ☐ Department of Pesticide Regulation  
CEQA Coordinator

## Regional Water Quality Control Board (RWQCB)

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

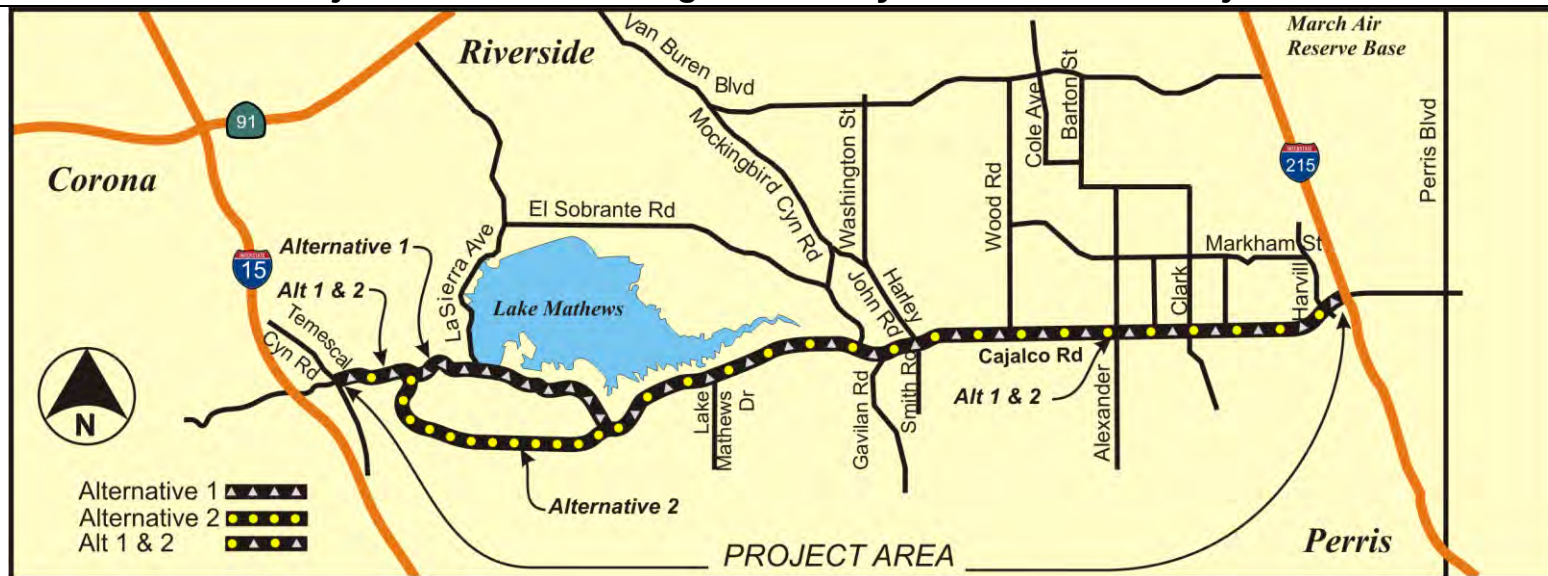
☐ Other \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Last Updated 8/23/11

# NOTICE OF PUBLIC SCOPING MEETINGS

## NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT

### Cajalco Road Widening and Safety Enhancement Project



<b>WHY THIS NOTICE?</b>	The County of Riverside Transportation Department intends to prepare an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) that will be prepared jointly with the California Department of Transportation (Caltrans) as an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA), for proposed improvements to Cajalco Road. The proposed project would widen Cajalco Road between Interstate 215 and Temescal Canyon Road from two to four lanes. Two scoping meetings are being held to provide opportunity to view and provide input on the proposed alternative alignments and provide input on issues to be addressed in the EIR.		
<b>WHAT WILL HAPPEN AT THE MEETINGS?</b>	A presentation will be made at 6:45 PM, describing the proposed alternative alignments. Exhibits showing the proposed alignments will be available for viewing at the meeting. Comment cards will be provided for anyone who wants to make a comment regarding the proposed project.		
<b>WHERE AND WHEN ARE THE MEETINGS?</b>	<p>Two meetings are being held; the information and opportunity to review project exhibits and provide input will be the same at either meeting.</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <p><b>WEST MEETING</b> <b>Date:</b> September 26, 2011  <b>Time:</b> 6:30 PM – 8:30 PM  Presentation is at 6:45 PM  <b>Place:</b> Lake Mathews Elementary School  <b>Address:</b> 12252 Blackburn Road, Riverside, CA 92503</p> </td><td style="vertical-align: top; width: 50%;"> <p><b>EAST MEETING</b> <b>Date:</b> September 29, 2011  <b>Time:</b> 6:30 PM – 8:30 PM  Presentation is at 6:45 PM  <b>Place:</b> Tomas Rivera Middle School  <b>Address:</b> 21675 Martin Street, Perris, CA 92570</p> </td></tr> </table>	<p><b>WEST MEETING</b> <b>Date:</b> September 26, 2011  <b>Time:</b> 6:30 PM – 8:30 PM  Presentation is at 6:45 PM  <b>Place:</b> Lake Mathews Elementary School  <b>Address:</b> 12252 Blackburn Road, Riverside, CA 92503</p>	<p><b>EAST MEETING</b> <b>Date:</b> September 29, 2011  <b>Time:</b> 6:30 PM – 8:30 PM  Presentation is at 6:45 PM  <b>Place:</b> Tomas Rivera Middle School  <b>Address:</b> 21675 Martin Street, Perris, CA 92570</p>
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<b>PROJECT INFORMATION – INITIAL STUDY CHECKLIST</b>	<p>Copies of the Initial Study Checklist are available for review at the following public offices, at the website <a href="http://www.rcprojects.org/cajalco">www.rcprojects.org/cajalco</a> or by contacting Riverside County Transportation Department (contact information below).</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <p><b>Riverside County Transportation Department</b>  3525 14<sup>th</sup> Street, Riverside, CA 92501; Office Hours: 8 AM – 5 PM, Monday through Thursday</p> <p><b>Woodcrest Library</b>  16625 Krameria Avenue, Riverside, CA 92504</p> </td><td style="vertical-align: top; width: 50%;"> <p><b>El Cerrito Branch Library</b>  7581 Rudell Road, Corona, CA 92882</p> <p><b>Cesar E. Chavez Library</b>  163 E. San Jacinto Avenue, Perris, CA 92571</p> </td></tr> </table>	<p><b>Riverside County Transportation Department</b>  3525 14<sup>th</sup> Street, Riverside, CA 92501; Office Hours: 8 AM – 5 PM, Monday through Thursday</p> <p><b>Woodcrest Library</b>  16625 Krameria Avenue, Riverside, CA 92504</p>	<p><b>El Cerrito Branch Library</b>  7581 Rudell Road, Corona, CA 92882</p> <p><b>Cesar E. Chavez Library</b>  163 E. San Jacinto Avenue, Perris, CA 92571</p>
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<b>CONTACT AND COMMENTS</b>	For more information, please contact Mary Zambon, Environmental Project Manager, at (951) 955-6759 or <a href="mailto:mzambon@rctlma.org">mzambon@rctlma.org</a> . Please send your comments by October 21, 2011 to the Transportation Department at the following address: 3525 14 <sup>th</sup> Street, Riverside, California, 92501. Or via facsimile to (951) 955-3164; or email to <a href="mailto:mzambon@rctlma.org">mzambon@rctlma.org</a> .		



# AVISO DE REUNIONES PUBLICAS

## AVISO DE PREPARACIÓN DEL REPORTE DE IMPACTO AMBIENTAL

### Ampliación de Cajalco Road y Proyecto de Mejoramiento de Seguridad



<p><b>¿ POR QUE ESTE AVISO?</b></p>	<p>El Departamento de Transportación del Condado de Riverside tiene la intención de preparar un Reporte de Impacto Ambiental bajo la Ley de Calidad Ambiental de California que será preparada en conjunto con el Departamento de Transporte de California (Caltrans) como una Evaluación Ambiental bajo el Acto Político Nacional del Medio Ambiente, para propuestos mejoramientos a Cajalco Road. El propuesto proyecto ampliara Cajalco Road entre la Interestatal 215 y Temescal Canyon Road de dos a cuatro carriles. Dos reuniones públicas se llevaran a cabo para ofrecer la oportunidad de ver y dar su opinión sobre las propuestas alternativas de alineaciones y dar su opinión sobre los temas que se analizaran en el Reporte de Impacto Ambiental.</p>		
<p><b>¿QUE PASARA EN LAS REUNIONES?</b></p>	<p>Una presentación se realizará a las 6:45 PM, describiendo las propuestas alternativas de alineaciones. Exposiciones que muestran las propuestas alienaciones estarán disponibles para su consulta en la reunión. Las tarjetas de comentarios serán disponibles para cualquiera que quiera hacer un comentario en respeto al proyecto propuesto.</p>		
<p><b>¿DONDE Y CUANDO SON LAS REUNIONES?</b></p>	<p>Dos reuniones están planeadas; la información y la oportunidad de examinar las exposiciones del proyecto y ofrecer su opinión en ambas reuniones será el mismo.</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p><b>REUNIÓN DEL OESTE</b></p> <p><b>Fecha:</b> 26 de septiembre 2011</p> <p><b>Hora:</b> 6:30 PM – 8:30 PM</p> <p>La presentación es a las 6:45 PM</p> <p><b>Lugar:</b> Lake Mathews Elementary School</p> <p><b>Domicilio:</b> 12252 Blackburn Road, Riverside, CA 92503</p> </td><td style="width: 50%; vertical-align: top;"> <p><b>REUNIÓN DEL ESTE</b></p> <p><b>Fecha:</b> 29 de septiembre 2011</p> <p><b>Hora:</b> 6:30 PM – 8:30 PM</p> <p>La presentación es a las 6:45 PM</p> <p><b>Lugar:</b> Tomas Rivera Middle School</p> <p><b>Domicilio:</b> 21675 Martin Street, Perris, CA 92570</p> </td></tr> </table>	<p><b>REUNIÓN DEL OESTE</b></p> <p><b>Fecha:</b> 26 de septiembre 2011</p> <p><b>Hora:</b> 6:30 PM – 8:30 PM</p> <p>La presentación es a las 6:45 PM</p> <p><b>Lugar:</b> Lake Mathews Elementary School</p> <p><b>Domicilio:</b> 12252 Blackburn Road, Riverside, CA 92503</p>	<p><b>REUNIÓN DEL ESTE</b></p> <p><b>Fecha:</b> 29 de septiembre 2011</p> <p><b>Hora:</b> 6:30 PM – 8:30 PM</p> <p>La presentación es a las 6:45 PM</p> <p><b>Lugar:</b> Tomas Rivera Middle School</p> <p><b>Domicilio:</b> 21675 Martin Street, Perris, CA 92570</p>
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<p><b>INFORMACIÓN DEL PROYECTO – LISTA DE CONTROL DEL ESTUDIO INICIAL</b></p>	<p>Copias de la Lista del Estudio Inicial están disponibles para su revisión en las siguientes oficinas públicas, a través de la pagina web <a href="http://www.rcprojects.org/cajalco">www.rcprojects.org/cajalco</a> o poniéndose en contacto con el Departamento de Transportación del Condado de Riverside (información de contacto esta abajo).</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p><b>Departamento de Transportación del Condado de Riverside</b></p> <p>3525 14<sup>th</sup> Street, Riverside, CA 92501; Horas de Oficina: 8 AM – 5 PM, Lunes a Jueves</p> <p><b>Biblioteca Woodcrest</b></p> <p>16625 Krameria Avenue, Riverside, CA 92504</p> </td><td style="width: 50%; vertical-align: top;"> <p><b>Biblioteca Sucursal de El Cerrito</b></p> <p>7581 Rudell Road, Corona, CA 92882</p> <p><b>Biblioteca Cesar E. Chavez</b></p> <p>163 E. San Jacinto Avenue, Perris, CA 92571</p> </td></tr> </table>	<p><b>Departamento de Transportación del Condado de Riverside</b></p> <p>3525 14<sup>th</sup> Street, Riverside, CA 92501; Horas de Oficina: 8 AM – 5 PM, Lunes a Jueves</p> <p><b>Biblioteca Woodcrest</b></p> <p>16625 Krameria Avenue, Riverside, CA 92504</p>	<p><b>Biblioteca Sucursal de El Cerrito</b></p> <p>7581 Rudell Road, Corona, CA 92882</p> <p><b>Biblioteca Cesar E. Chavez</b></p> <p>163 E. San Jacinto Avenue, Perris, CA 92571</p>
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<p><b>INFORMACIÓN DE CONTACTO Y COMENTARIOS</b></p>	<p>Para más información, por favor contacte Frances Segovia, traductora bilingüe del proyecto, su número de contacte es (951) 955-1646 o <a href="mailto:fsegovia@rctlma.org">fsegovia@rctlma.org</a>. Por favor envíe sus comentarios antes del 21 de octubre 2011 al Departamento de Transportación al siguiente domicilio: 3525 14<sup>th</sup> Street, Riverside, California, 92501. O por fax al (951) 955-3164; o correo electrónico a <a href="mailto:fsegovia@rctlma.org">fsegovia@rctlma.org</a>.</p>		



**COUNTY OF RIVERSIDE**  
**TRANSPORTATION AND**  
**LAND MANAGEMENT AGENCY**  
**Transportation Department**



*Juan C. Perez, P.E., T.E.*  
*Director of Transportation*

September 7, 2011

**SUBJECT: Cajalco Road Widening and Safety Enhancement Project**

Dear Property Owner/Resident/Interested Party:

Riverside County Transportation Department is holding two public scoping meetings for the proposed Cajalco Road Widening and Safety Enhancement Project. At the meetings, you will have an opportunity to learn more about what is being planned, view the proposed project alternatives, speak to planners and submit comments.

The content provided at both meetings will be the same. Please plan to attend the meeting most convenient for you. The meetings are scheduled as follows:

**Monday, September 26, 2011**

**6:30 pm to 8:30 pm**

**Presentation is at 6:45 pm**

**Lake Mathews Elementary School**

**Multipurpose Room**

**12252 Blackburn Road**

**Riverside, CA 92503**

**Thursday, September 29, 2011**

**6:30 pm to 8:30 pm**

**Presentation is at 6:45 pm**

**Tomas Rivera Middle School**

**Multipurpose Room**

**21675 Martin Street**

**Perris, CA 92570**

The purpose of this project is to promote improved traffic flow and safety, enhance east-west mobility in Riverside County and increase capacity to improve traffic flow on Cajalco Road. The enclosed notice provides additional project and meeting details.

If you have any questions about the project, please contact me at [cstaley@rctlma.org](mailto:cstaley@rctlma.org) or 951-955-2092, or Mary Zambon at [mzambon@rctlma.org](mailto:mzambon@rctlma.org) or 951-955-6759.

Sincerely,

Scott Staley, Project Manager

Enclosure



# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

### Transportation Department



Juan C. Perez, P.E., T.E.  
Director of Transportation

7 de septiembre 2011

#### **ASUNTO: Ampliación de Cajalco Road y Proyecto de Mejoramiento de Seguridad**

Estimado propietario/residente/ interesado grupo:

El Departamento de Transportación del Condado de Riverside está llevando a cabo dos reuniones públicas para la propuesta Ampliación de Cajalco Road y el Proyecto de Mejoramiento de Seguridad. En las reuniones, tendrá la oportunidad de aprender más acerca de lo que se está planeando, ver las alternativas del proyecto propuesto, hablar con los planificadores y someter comentarios.

El contenido proveído en ambas reuniones sera el mismo. Por favor asista a la reunión más conveniente para usted. Las reuniones están programadas de la siguiente manera:

**Lunes, 26 de septiembre 2011**

**6:30 pm a 8:30 pm**

**La presentación es a las 6:45 pm**

**Lake Mathews Elementary School**

**Sala de Multipropósito**

**12252 Blackburn Road**

**Riverside, CA 92503**

**Jueves, 29 de septiembre 29 2011**

**6:30 pm a 8:30 pm**

**La presentación es a las 6:45 pm**

**Tomas Rivera Middle School**

**Sala de Multipropósito**

**21675 Martin Street**

**Perris, CA 92570**

El objetivo de este proyecto es promover el flujo de tráfico y seguridad, mejorar el este-oeste movilidad en el Condado de Riverside y aumentar la capacidad para mejorar el flujo de tráfico en Cajalco Road. El aviso adjunto ofrece detalles adicionales sobre el proyecto y las reuniones.

Si usted tiene preguntas sobre el proyecto, por favor póngase en contacto con Frances Segovia, traductora bilingüe del proyecto, para obtener información en español. Su número de contacto es 951-955-1646 y su correo electrónico es [fsegovia@rctlma.org](mailto:fsegovia@rctlma.org).

*Atentamente,*

Scott Staley, Gerente del Proyecto

*Documento Adjunto*

#### **H.2.1.2 2011 Scoping Meetings**





# **Cajalco Road Widening and Safety Enhancement Project**

**Public Scoping Meetings**

**September 26, 2011 and September 29, 2011**

# Key Project Team Members



## Riverside County Transportation Department

Juan C. Perez

Scott Staley

Mary Zambon



## ICF International

Brian Calvert



## AECOM

Edward Ng



## Iteris

Viggen Davidian



## Arellano Associates

Cheryl Donahue

# Meeting Purpose, Timing

Juan C. Perez, Director of Transportation, RCTD

- Overview of proposed project
- Present alternatives to be studied
- Explain process and opportunities for public input
- Why now? To receive input, answer questions
- Meeting format – Presentation/open house





# Meeting Format

- **Sign-In** — 6:30 – 6:45 pm
- **Presentation** — 6:45 – 7:15 pm
- **Open House** — 7:15 – 8:00 pm
- **Q/A Session** — 8:00 – 8:30 pm



# Project Overview

***Proposed Project:*** Widen Cajalco Road from two to four lanes between Harvill Avenue and Temescal Canyon Road, and from four to six lanes between the I-215 southbound ramps and Harvill Avenue

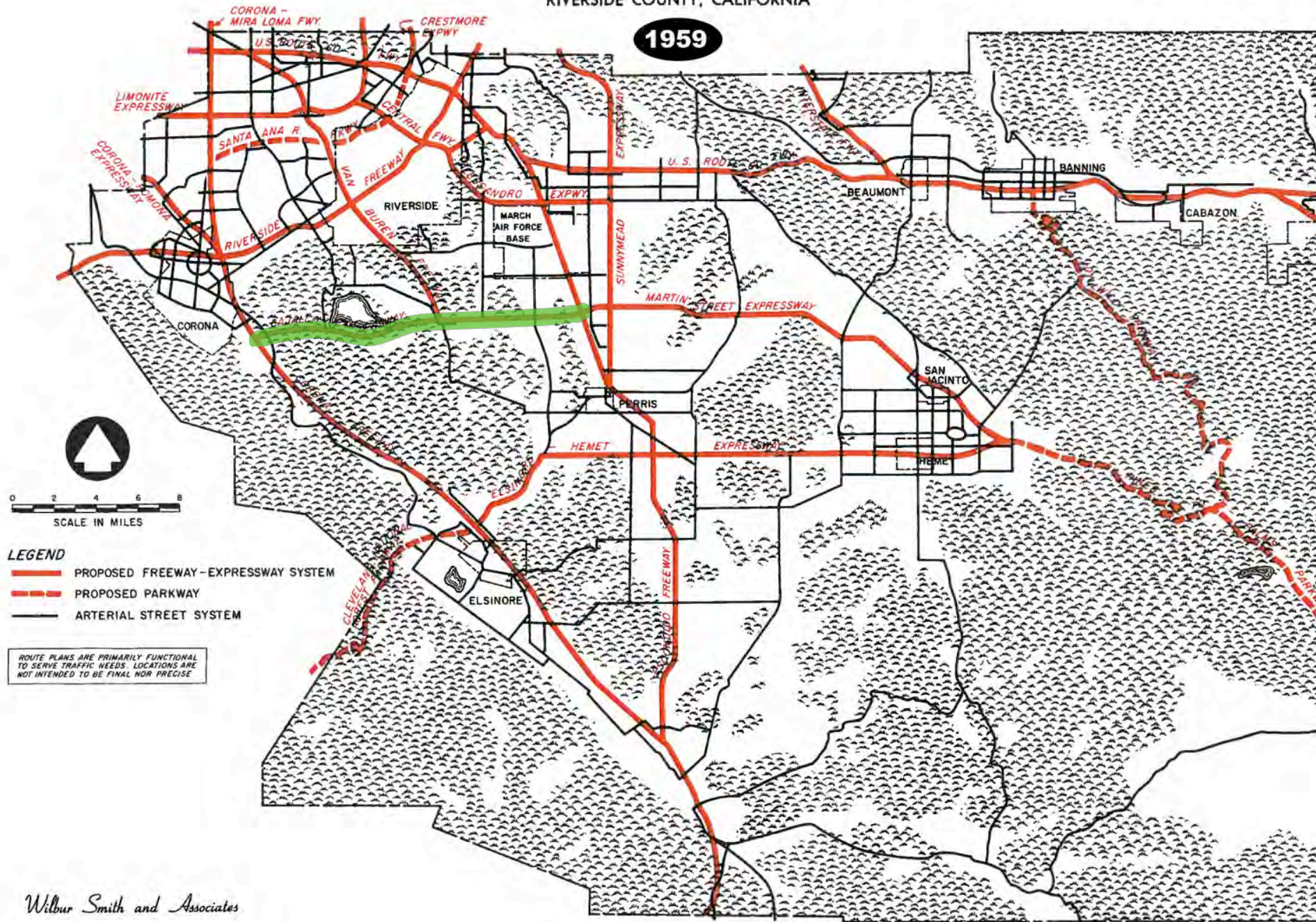




# RECOMMENDED MASTER HIGHWAY PLAN

RIVERSIDE COUNTY, CALIFORNIA

1959





# Cajalco vs. Mid County Parkway

- RCTC proposed the Mid County Parkway as a 6-lane freeway within a 220-foot right-of-way between SR-79 and I-15
- The preferred alignment (Alt. 9) was about a mile south of Cajalco through Gavilan Hills, very limited access, all new right-of-way, major grading
- Cajalco would have remained in addition to the MCP for local circulation and access – two major corridors
- Due to funding limitations, community concerns and environmental concerns, RCTC refocused the MCP in 2009 to be between I-215 and SR-79 and dropped pursuing the freeway route between I-215 and I-15
- RCTC action was contingent on County approval of a project to improve Cajalco

# Collision Data

January 2008 – December 2010

- **Total collisions along corridor:** 337 – about 1 collision every 3 days
- **152 intersection collisions:**
  - Broadside, rear-end, hit object
  - Primary causes: Unsafe speed, failure to yield, failure to obey signals and signs
  - Highest number between Alexander Street and Day Street
- **185 other collisions:**
  - Rear-end, hit object, overturn
  - Primary causes: improper turning, unsafe speed and DUI
  - Highest number west of La Sierra Avenue



# Traffic Conditions

## 2010 Daily Traffic Volumes:

- Generally less than 10,000 vehicles west of El Sobrante
- 14,000 to 19,000 vehicles east of El Sobrante

Traffic will be expected to increase significantly in the future as growth continues in the County. Detailed project studies will be done as part of this project.

# Environmental Process

Brian Calvert, Project Manager, ICF International

## Environmental Document:

- Informs public and decision-makers of proposed project and how environment may be affected
- Identifies ways to avoid/reduce impacts

## Notice of Preparation:

- Initiates 45-day period in which to submit comments regarding the project to the County

A NEPA document will be prepared for the proposed project. However, this effort has not yet started.



# Technical Studies

- Traffic
- Biological resources
- Noise
- Water quality
- Hazardous materials/waste
- Geotechnical assessment
- Cultural resources
- Air quality
- Visual/aesthetics
- Community impacts
- Paleontological resources
- Floodplains
- Relocation impacts



# Proposed Alternatives

Edward Ng, Engineering Manager, AECOM

Two design alternatives, Alternative 1 and Alternative 2, and a No-Build alternative, are proposed for environmental analysis







- Generally follows existing alignment
- Wildlife crossings
- Bike lanes and horse trails
- Drainage improvements
- Some property acquisition needed
- Safety enhancements:
  - Construct medians
  - Pave roadway shoulders
  - Realign curves
  - Add left- and right-turn pockets
  - Add roadway signs
  - Provide new/improved traffic signals



- Similar to Alternative 1, except for new section south of Cajalco Road between Hollis Lane and Eagle Canyon Road
- Follows current General Plan
- More right-of-way impacts



# No Build Alternative

- Would remain two-lane roadway throughout most of existing alignment
- Many segments would continue to operate at unacceptable traffic levels
- Would not address regional growth needs
- Would not provide safety enhancements
- Additional traffic congestion – worsens air quality



# Project Visualization

(Insert video)



# Anticipated Construction Phases

**16-mile corridor will be constructed in phases:**

- Phase 1: Between Wood Road and Interstate 215
- Future phases:
  - Wood Road to El Sobrante
  - El Sobrante to La Sierra
  - La Sierra to Temescal Canyon Road

# Anticipated Schedule

- Public Scoping: Currently ongoing
- Preliminary Engineering: 2011-2013
- Draft Environmental Document: 2011-2013
- Public Availability of Draft Environmental Document: 2013
- Select Preferred Alternative: Late 2013/Early 2014
- Final Environmental Document: 2013-2014
- Obtain Funding: 2012-2015
- Final Design and Property Acquisition, Phase 1: 2014-2016
- Start Construction, Phase 1: 2016-2017

# Next Steps

Consider input from meetings/written comments in Draft Env Document



Continue technical, engineering, environmental studies



Present Draft Environmental Document for public review and include responses in Final Environmental Document



Identify preferred project alternative, with consideration of public and agency comments



Obtain project approval



Provide project update prior to construction

# Public Comments

- Submit written comments tonight using comment card
- Speak to court reporter at tonight's meeting
- Mail comments to:  
Mary Zambon  
Riverside County Transportation Department  
3525 14<sup>th</sup> Street, Riverside, CA 92501
- Email comments via website: [rcprojects.org/cajalco](http://rcprojects.org/cajalco)
- Fax comments: (951) 955-3164

**Comments due October 21, 2011**



# Project Contacts

- Cheryl Donahue, Community Outreach, (909) 528-6453
- Scott Staley, Project Manager, (951) 955-2092
- Mary Zambon, Environmental Project Manager, (951) 955-6759
- Frances Segovia, Spanish Interpreter, (951) 955-1646

# Thank You

- We appreciate your attendance
- Please visit the exhibits and speak to project planners
- Please complete a comment card or speak to the court reporter about this project





# **Proyecto de Ampliación y Mejoramiento de Seguridad en Cajalco Road**

**Reuniones Publicas de Informacion**

**26 de septiembre 2011 y 29 de septiembre 2011**



# Miembros del Equipo del Proyecto



## Departamento de Transporte del Condado de Riverside

Juan C. Pérez

Scott Staley

Mary Zambon



## ICF International

Brian Calvert



## AECOM

Edward Ng



## Iteris

Viggen Davidian



## Arellano Associates

Cheryl Donahue



# Objetivo de la Reunión y Tiempos

Juan C. Pérez, Director de Transporte, RCTD

- Descripción del proyecto propuesto
- Presentación de las alternativas que se van a estudiar
- Explicación del proceso y oportunidades para la participación pública
- ¿Por qué ahora? Para recibir comentarios y responder a preguntas
- Formato de la reunión – *Presentación/Recepcion Informativa*



# Formato de la Reunión

- **Registro** – 6:30 – 6:45 pm
- **Presentación** – 6:45 – 7:15 pm
- **Recepcion Informativa** – 7:15 – 8:00 pm
- **Sesión de Preguntas y Respuestas** – 8:00 – 8:30 pm

# Descripción del Proyecto

**Proyecto Propuesto:** Ampliar Cajalco Road de dos a cuatro carriles entre Harvill Avenue y Temescal Canyon Road y de cuatro a seis carriles entre las rampas en dirección sur de la I-215 y Harvill Avenue

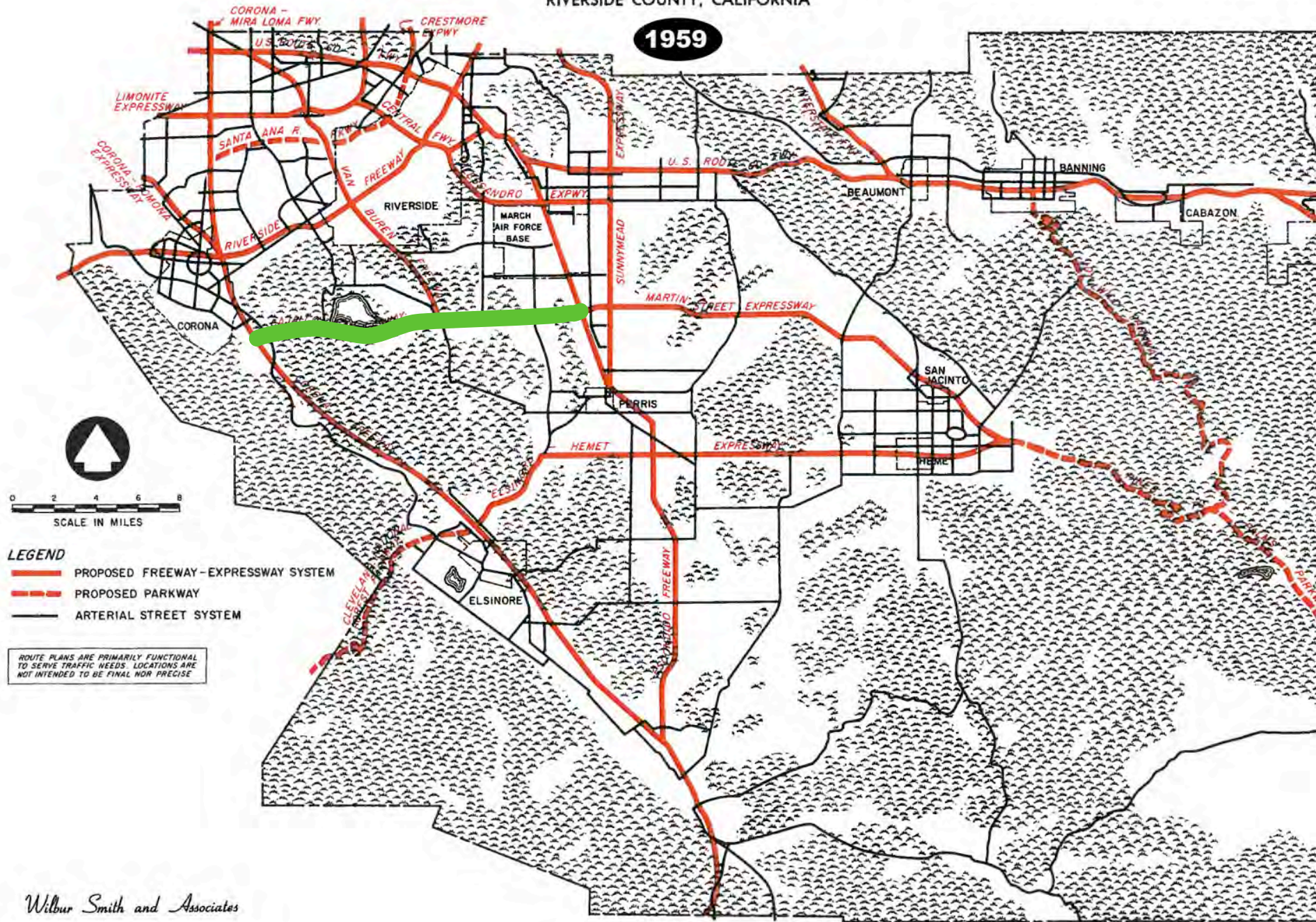




# RECOMMENDED MASTER HIGHWAY PLAN

RIVERSIDE COUNTY, CALIFORNIA

1959





# Cajalco vs. Mid County Parkway

- RCTC propuso el Mid County Parkway (MCP) como una autopista de seis carriles dentro de 220 pies de derecho de vía entre la SR-79 y la I-15
- La alineación preferida (Alt. 9) estaba a una milla sur de Cajalco a través de Gavilan Hills, con acceso muy limitado, derecho de vía totalmente nuevo, gran nivelación de la área
- Cajalco se hubiera mantenido además del MCP para la circulación local y acceso— dos corredores principales
- Debido a las limitaciones de financiación, preocupaciones de la comunidad y preocupaciones ambientales, RCTC reorientó el MCP en 2009 a estar entre la I-215 y la SR-79 y dejó fuera la ruta de la autopista entre la I-215 y la I-15
- La acción de RCTC estaba supeditado en que el Condado aprobara un proyecto para mejorar Cajalco

# Estadísticas de Colision

**Enero 2008 – Diciembre 2010**

- **Total de colisiones a lo largo del corredor: 337** – alrededor de 1 colision cada 3 días
- **152 colisiones de intersección:**
  - De costado, por detrás, contra objeto
  - Causas principales: Velocidad peligrosa, no ceder el paso, no obedecer los semáforos y la señalización
  - La mayor cantidad se produjo entre Alexander Street y Day Street
- **185 colisiones de otros:**
  - Por detrás, contra objeto, volcamientos
  - Causas principales: giros inapropiados, velocidad insegura y conduciendo bajo la influencia
  - La mayor cantidad se produjo al oeste de La Sierra Avenue

# Condiciones del Tráfico

## Volúmenes de Tráfico Diario en 2010:

- Generalmente menos de 10,000 vehículos al oeste de El Sobrante
- 14,000 a 19,000 vehículos al este de El Sobrante

Se esperará que el tráfico aumente significativamente en el futuro ya que el crecimiento continua en el Condado. Estudios detallados del proyecto se llevaran a cabo como parte de este proyecto.



# Proceso Ambiental

Brian Calvert, Gerente de Proyecto, ICF International

## Documento Ambiental:

- Informa al público y a los que toman las decisiones del proyecto propuesto y de cómo puede ser afectado el medio ambiente
- Identifica las formas de evitar/reducir los impactos

## Aviso de Preparación:

- Inicia un periodo de 45 días en el que se puede someter al Condado comentarios con respecto al proyecto

Un documento de NEPA se preparará para el proyecto propuesto. Sin embargo, este esfuerzo aún no ha comenzado.



# Estudios Técnicos

- Tráfico
- Recursos biológicos
- Ruido
- Calidad del agua
- Materiales peligrosos/ desperdicios
- Evaluación geotécnica
- Recursos culturales
- Calidad del aire
- Visual/estético
- Impactos en la comunidad
- Recursos paleontológicos
- Planicies aluviales
- Impactos de reubicación



# Alternativas Propuestas

Edward Ng, Gerente de Ingeniería, AECOM

Dos alternativas de diseño, Alternativa 1 y Alternativa 2, y una alternativa de no construir, se proponen para el análisis ambiental







- Por lo general sigue la alineacion existente
- Atraviesa área de fauna
- Carriles para bicicleta y rutas para montar caballos
- Mejoramientos al drenaje
- Adquisicion de algunas propiedades
- Mejoramientos a la seguridad:
  - Construir medianas
  - Pavimentar acotamientos de calzadas
  - Realignar curvas
  - Agregar puntos para girar a la izquierda y la derecha
  - Anadir senales viales
  - Instalar nuevos/mejores semáforos



- Similar a la Alternativa 1, con excepcion de la nueva sección al sur de Cajalco Road, entre Hollis Lane y Eagle Canyon Road
- Está en línea con el Plan General actual
- Más impactos al derecho de vía



# Alternativa de No Construir

- Seguiría siendo de dos carriles en la mayor parte de la alineación existente
- Muchos segmentos seguirían operando con niveles de tráfico inaceptables
- No solucionaría las necesidades de crecimiento regionales
- No ofrecería mejoramientos a la seguridad
- La congestión de tráfico adicional– empeora la calidad del aire



# Visualización del Proyecto

(Insert video)

# **Anticipación de las Etapas de Construcción**

**16 millas del corredor se construira en etapas:**

- Etapa 1: Entre Wood Road y la Interestatal 215
- Futuras etapas:
  - Wood Road hacia El Sobrante
  - El Sobrante hacia La Sierra
  - La Sierra hacia Temescal Canyon Road



# Anticipación del Horario

- Reuniones Publicas: Actualmente en curso
- Obras Preliminares de Ingeniería: 2011-2013
- Borrador de Documento Ambiental: 2011-2013
- Borrador de Documento Ambiental ser Disponible al Publico: 2013
- Selección de Alternativa Preferida: A finales de 2013/Comienzos de 2014
- Documento Ambiental Final : 2013-2014
- Obtener Financiación: 2012-2015
- Diseño Final y Adquisición de Propiedades, Etapa 1: 2014-2016
- Comienzo de la Construcción, Etapa 1: 2016-2017



# Próximos Pasos

Considerar comentarios de las reuniones en el Borrador del Documento Ambiental



Continuar estudios técnicos, de ingeniería y ambientales



Presentar Borrador de Documento Ambiental para revisión pública e incluir respuestas en el Documento Ambiental Final



Identificar la alternativa preferida del proyecto, considerando los comentarios del público y las agencias



Obtener aprobación del proyecto



Proporcionar una actualización del proyecto antes de la construcción

# Comentarios del Público

- Someter comentarios por escrito esta noche usando la tarjeta de comentarios
- Hable con el reportero de la corte en la reunión de esta noche
- Envíe comentarios por correo a:  
Mary Zambon  
Riverside County Transportation Department  
3525 14<sup>th</sup> Street, Riverside, CA 92501
- Comentarios por correo electrónico a través de la pagina web: [rcprojects.org/cajalco](http://rcprojects.org/cajalco)
- Comentarios por fax: (951) 955-3164

**Los comentarios deben ser sometidos antes del 21 de octubre 2011**

# Contactos del Proyecto

- Cheryl Donahue, Relaciones Comunitarias, (909) 528-6453
- Scott Staley, Gerente de Proyecto, (951) 955-2092
- Mary Zambon, Gerente de Proyecto Ambiental, (951) 955-6759
- Frances Segovia, Traductora Bilingue, (951) 955-1646

# Gracias

- Agradecemos su asistencia
- Por favor visite las exhibiciones y hable con los planificadores del proyecto
- Por favor complete una tarjeta de comentario o hable con el reportero de la corte sobre este proyecto







**Cajalco Road Widening and Safety Enhancement Project NOP Public Scoping Meeting**

**September 26, 2011**

**Lake Mathews Elementary School – 12252 Blackburn Road, Riverside, CA 92503**

1 RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT

2

3

4

5

CAJALCO ROAD

6

WIDENING AND SAFETY ENHANCEMENT PROJECT

7

RIVERSIDE, CALIFORNIA

8

September 26, 2011

9

10

11

12

PUBLIC SCOPING MEETING

13

Held at Lake Mathews Elementary School

14

12252 Blackburn Road

15

Riverside, California

16

Monday, September 26, 2011

17

18

19

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23

24

Reported By: Denise A. Jones, CSR 12900, RPR

25

1 PUBLIC COMMENTS were taken at the City of  
2 Riverside, 12252 Blackburn Road, Riverside, California,  
3 before Certified Shorthand Reporter, DENISE A. JONES,  
4 No. 12900, on Monday, September 26, 2011, commencing at  
5 the hour of 7:24 p.m.

6  
7  
8 MRS. HUNT: I'm wondering if their study  
9 included the amount of semi truck traffic on Cajalco.  
10 This makes it more like a freeway instead of a parkway.

11 MR. HUNT: It's a lot of added noise up and  
12 down there. Where we're at, it doesn't seem like we're  
13 recognized. Do you know where the general store is  
14 along there? We live right across from there. It's  
15 Cowan Road. Do you know where it's at?

16 There's a lot of houses up in there. If they  
17 put a median across there, are we going to get a light  
18 there so we can make left turns? It's real close to  
19 Harley John and across Smith Road, just east of --  
20 anyway, there's about three streets there that's not cut  
21 through and it will probably be backed up, so they'll  
22 probably have to time the lights between those three  
23 roads.

24 Cowan Road is where we live at. There's  
25 probably a couple hundred cars that will come down there

1 even now that come out and turn left to go onto Cajalco.

2 MRS. HUNT: There's Harley John, Cowan Road and  
3 Dustin Road. Those three are real close together  
4 which -- how will people get out?

5 MR. HUNT: Then are they going to put sound  
6 walls up along there for the added noise and air quality  
7 for the added traffic? We can smell a lot of exhaust  
8 and bad air. We're probably about 500 feet north of  
9 Cajalco in the first house on Cowan Road. That's our  
10 comment.

11 A lot of trucks come down from the east and  
12 they use their jake brakes coming down to make the stop  
13 on Harley John, Smith Road, so it's, at times, quite  
14 noisy. And that goes on now with all the building and  
15 stuff and truck traffic on the other side of the 215,  
16 there's a lot of warehouses over there and all the big  
17 trucks use that for a shortcut going by and they use  
18 jake brakes all night long. It makes quite a noise  
19 being that close to the road. That's about it.

20 MR. GOTTS: My names is Harold Gotts,  
21 G-o-t-t-s. I live at 9076 Cajalco Road. And I'm  
22 concerned about the effect that the widening of Cajalco  
23 is going to have on my property, especially because my  
24 water well is within about 15 feet of the roadway now.  
25 So if they widen it, away goes my water well, and I have



1 no other source of water. There's no other source of  
2 water on Cajalco in that area.

3 Also I'm concerned about the access of my  
4 property because of the alignment of my driveway to  
5 Cajalco and the widening there, and the difficulty I  
6 have now getting in and out of my property, so I think  
7 this proposed alignment is going to make it, I think,  
8 more difficult to get into my property.

9 And it's going to affect my neighbors much the  
10 same as I. My next door neighbor has his well within  
11 about 75 feet of mine along the same alignment of  
12 Cajalco, so it again is about 15 from the roadway.

13 I think that ought to about cover it. I don't  
14 know exactly how to end up that -- but that's the thing  
15 I'm concerned about the most right now. Thank you very  
16 much.

17 MR. EAKIN: My name is David Eakin, I live at  
18 21023 Lake Mathews Drive, one-half mile south of the  
19 intersection of Cajalco and Lake Mathews Drive. And  
20 I've live there for a little better than 50 years. I  
21 was a little kid. I've probably got some great shots of  
22 the hillsides that my dad took in '55 and stuff.

23 It's about time this project is done because of  
24 safety considerations. Cajalco as is is way too  
25 dangerous to leave the way it is. Everything looks good

1 from the 215 to the 15, except that my recommendation  
2 would be to use Alternate 2 for a couple of reasons.

3 Number one, I believe that if Alternate 2 is  
4 used that would divert most of the heavy traffic, I'm  
5 thinking particularly diesel exhaust not to mention auto  
6 exhaust that would be farther away from the lake and  
7 would be better for water purity, water quality. There  
8 would be no exhaust or anything running into the lake  
9 that way.

10 Also Alternate 2, second reason I like it is  
11 because most of that land, even though it is pristine  
12 and not being used, should be used for something like  
13 this, for an improvement like this. And it's my  
14 understanding in looking at the maps here that the land  
15 that needs to be required for Alternate 2 is not in a  
16 wildlife preserve, which means that the existing Cajalco  
17 Road, according to the maps here, would be removed and  
18 that land could go back to being part of the immediate  
19 preserve surrounding the lake or on the south side of  
20 the lake.

21 The only problem that I have if Alternate 2 is  
22 to be used is that at the intersection of the existing  
23 Cajalco and La Sierra an extension of La Sierra Avenue  
24 needs to be put in north from the existing intersection  
25 to wherever Alternate 2 is so that those of us by the

1 intersection of Lake Mathews Drive and Cajalco would  
2 have an easier way of getting into the La Sierra part of  
3 town and back, because obviously Alternate 1 has an  
4 intersection at Cajalco and La Sierra but I don't see  
5 any extension of La Sierra south to Alternate 2 route.  
6 Other than that I'm glad it's being done and I enjoyed  
7 the presentation and especially the animated video.

8 (Verbal comments concluded at 7:52 p.m.)

1 I, Denise A. Jones, CSR No. 12900, RPR,  
2 for the state of California, do hereby certify:

3 That foregoing Discovery Conference was  
4 transcribed by me with the use of stenography and  
5 computer aided transcription from an audio file;

6 I further certify that I am neither counsel  
7 for, nor related to, any party to said action, nor  
8 in anywise interested in the outcome thereof.

9  
10 IN WITNESS WHEREOF, I have hereunto  
11 subscribed my name this 11th day of October, 2011.

12  
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15 \_\_\_\_\_  
16 DENISE A. JONES, CSR 12900, RPR  
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**Cajalco Road Widening and Safety Enhancement Project NOP Public Scoping Meeting**

**September 29, 2011**

**Tomas Rivera Middle School – 21675 Martin Street, Perris, CA 92570**

COUNTY OF RIVERSIDE TRANSPORTATION DEPARTMENT  
CAJALCO ROAD WIDENING AND  
SAFETY ENHANCEMENT PROJECT

PUBLIC SCOPING MEETING FOR  
ENVIRONMENTAL IMPACT REPORT,

taken at Tomas Rivera Middle School, 21675 Martin  
Street, Perris, California, commencing at 6:00,  
September 29, 2011

PUBLIC COMMENTS AND QUESTION AND ANSWER SESSION  
taken before Tina Blackmore, Certified Shorthand  
Reporter, 12409.

PAGES 1-24

Page 1

1 THE PRESENTERS:

2

3 APPEARING FOR AECOM:

4 BY: EDWARD NG, PE

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6 5th Floor

7 Ontario, California 91764

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16

17 APPEARING FOR COUNTY OF RIVERSIDE TRANSPORTATION

18 BY: JUAN C. PEREZ, PE, TE

19 4080 Lemon Street

20 8th Floor

21 Riverside, California 92501

22 (951)955-6740

23

24 THE SPANISH INTERPRETER:

25 MARICELA SANDOVAL

1 SEPTEMBER 29, 2011

2 PERRIS, CALIFORNIA

3 ooOoo

4 PUBLIC COMMENTS

5 EFREN ARIAZ: Okay. My comment is that where I  
6 live is just at the corner of Una Street, and I have  
7 seen a lot of accidents. The noise is pretty bad with  
8 only two lanes. So I mean, if they make it to four or  
9 six lanes, I'm not against that, but are they going to  
10 build a wall or something to prevent the noise? It's  
11 really loud right now.

12 And what I'm worried about is like I have seen  
13 so many accidents. Some of them almost hit my  
14 property, my fence, they almost land inside the yard.  
15 And because of there were no signs there, I saw a guy  
16 got killed there because they did not have a sign.  
17 They put the sign on the street after the guy got  
18 killed. So I'm worried about that.

19 Are they going to build a retaining wall or  
20 something for that, for the noise or the, you know,  
21 prevent from cars going inside the houses that are  
22 just on the side of the road?

23 I live on Cajalco and Una, and one time my  
24 mailbox, because there was no light, the next day I  
25 went to pick up the mailbox like a block away.



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EDWARD AVILA: Why don't you just put sewar on the road that you are going to build? Or that is not possible? And do it as fast as possible. It's been too long. I heard this 20 years ago. I hear you going to do this 20 years ago. Nothing happened. Do not lie to us any more.

ooOoo

CARLOTTA FUERSTENBERG: Don't put a light on Seaton Avenue. Because I think my block is now so quiet between Cajalco Road, and the people turn, when they come from side they turn by the light on Harvill. And that is good. Even if you make a left turn you never make a left turn to Cajalco Road because of the traffic. So I go backward and I go to the next street so I end up by the light. And that is good enough for me to go to the freeway. That would be nice. But I'm not sure they will consider that. It might help.

#### QUESTION-AND-ANSWER SESSION

ROSE RICO: Earlier you mentioned something about a box, was that correct?

MR. PEREZ: Yes, it is a box, a culvert we call it, which what we're going to be doing is raising the road there on Brown so it does not flood that in

1     that dip. And that is a project I mentioned sometime  
2     around mid next year we will start construction with  
3     that.

4             ROSE RICO: That will divert the flooding in  
5     that corner empty vacant area, plus the house across  
6     the street?

7             MR. PEREZ: It will not divert the flooding,  
8     the water for the most part will continue to be where  
9     it's at. But it will elevate the road, so it will cross  
10    under the road instead of over the road. When it is  
11    raining significantly, it will still flood out because  
12    there is too much water, but at least when the water  
13    stops and that passes, you will not have the dribble of  
14    water that you have now for hours and days sometimes.

15            ROSE RICO: And the second part of that  
16    question is: Are you aware, or is there a flood box  
17    at the corner of Ramona and Perris Boulevard, I know  
18    that corner across the street from --

19            MR. PEREZ: I'm not familiar with what the  
20    City of Perris -- I encourage you to check with the City  
21    of Perris Public Works Department.

22            ROSE RICO: That is part of the City of  
23    Perris?

24            MR. PEREZ: Yes, ma'am. Thank you.

25            Yes, sir.

1 UNIDENTIFIED SPEAKER: Are you going to put a  
2 walkway all the way up to the Cajalco, a sidewalk?

3 MR. PEREZ: Not as a part of that project, no.  
4 That project is just a traffic signal that will have  
5 crosswalks, whatever at the signal. As part of this  
6 larger project that we are contemplating, we are going  
7 to look to see how we can improve pedestrian access on  
8 Cajalco all the way, but that will not be part of the  
9 just the signal that you are seeing being built there  
10 now.

11 ooOoo

12 CARLOTTA FUERSTENBERG: I hope you do not  
13 put too many signals.

14 MR. PEREZ: That is a good point. Obviously  
15 there is a trade off. You need the signals to turn  
16 safely, but the more you put, the more you stop. And we  
17 want to keep traffic moving on this road. So that is  
18 something we will look at closely. For the most part,  
19 we are going to try to maintain spacing of a half mile  
20 or so so we can coordinate them and they are not right  
21 on top of each other. That is something we will have to  
22 look at very closely.

23 Yes?

24 ooOoo

25 JENNIFER: What kind of speed limit were you

1 looking at?

2 MR. PEREZ: The way the speed limits are set,  
3 we have to, after the road will be built, we have to  
4 come out per State Law and do surveys to see how fast  
5 people are traveling and then look at accident history,  
6 those types of things. And then based on that, we can  
7 set the speed limit. So there is not a set speed limit.  
8 The road, where we can, we have to try to design it as  
9 straight and as safe as possible. But the actual speed  
10 limit probably will go up from what you see out there  
11 today. But I could not tell you today exactly how much.  
12 We do have to do the surveys to be able to to enforce  
13 the speed limits based on State Law.

14 JENNIFER: Based on some of the area more so  
15 east of Harley John, you will be looking at still  
16 traffic lights, and are you going to be probably keeping  
17 that speed limit or reducing it, because of amount of,  
18 because of the fact that you still have a lot of stop  
19 lights in that area? You have it at 50 miles and hour,  
20 to me I feel that is fast because it's still, you have  
21 homes in that area. But with the increase of lanes, you  
22 are going to have people that are going to be going much  
23 faster than 50 miles an hour. So potentially you will  
24 have to reduce the speed on that road.

25 MR. PEREZ: That is something we have to study



1 unfortunately the State Law, because of the goal is to  
2 avoid speed traps, where you can set any speed limit you  
3 want, and raise revenue from giving people tickets. So  
4 they are very precise on how you set speed limits. So  
5 we are limited to how much we can lower the speed based  
6 on surveys, accident history. We can take things into  
7 account, if there are a lot of homes right up against or  
8 driveways, those type of things. So the overall goal is  
9 to be able to move traffic on Cajalco at a fairly high  
10 speed and do it as safely as we can. But we do  
11 recognize that we have to look at areas for additional  
12 turnouts where there is significant commercial, for  
13 example, avenues, so people are not having to merge in  
14 and out of the through lanes. We'll know a little bit  
15 more about that over the next, I would say nine months  
16 to a year as we refine our designs on that.

17 Yes, sir?

18 ooOoo

19 NICK LUICK: In answer to the question again,  
20 on comparable roads, what are the speed limits on those?

21 MR. PEREZ: Comparable roads, well --

22 NICK LUICK: Are we talking 65? 55?

23 MR. PEREZ: We do not envision that will be 65  
24 miles an hour. We will have signals, you have some  
25 level of driveways and access. I do not see that

1           NICK LUICK: We're going not maintain what is,  
2   about 55?

3           MR. PEREZ: I would be speculating to tell you  
4   what it is. It will somewhere in that range. And in  
5   some segments it will be less than that. So that will  
6   be depending a lot things going down the hill, what  
7   kinds of curves and designs.

8           NICK LUICK: I understand that.

9           MR. PEREZ: So we're not planning on a  
10   70-mile-an-hour road here. That is not what is  
11   conducive to the area.

12          NICK LUICK: I did not say 70.

13          MR. PEREZ: Or even 65. We have very few  
14   roads in Riverside County that posted over 60 miles an  
15   hour.

16          Yes, lady in the back.

17                               ooOoo

18          ROSE RICO: You mentioned earlier that there  
19   were people that are against having the road come  
20   through or whatever, comments about against it.

21                Do you have the reasonings why they are  
22   against it?

23          MR. PEREZ: With any large project we have  
24   some level of controversy. Some are for it, some are  
25   against it. And there are concerns from some

1 environmental groups any time you widen any roads,  
2 particularly to the area south of Lake Matthews and  
3 there are different concerns. And we will listen them  
4 as we do yours. We'll know more, we'll have a better  
5 idea here after October 21st what sort of public  
6 comments we get. I'm sure some people will like it and  
7 some will not. And they are entitled to that.

8 ROSE RICO: Do you have it documented  
9 anywhere? You mentioned there are people that come to  
10 the meetings and just comment against it.

11 MR. PEREZ: I meant more in general. We will  
12 have a better idea on this particular project after the  
13 close of the comment period. We had a meeting earlier  
14 in the week in the Lake Mathews area. I'm sure some of  
15 those folks did not like some of the things we're doing  
16 and we hear from them too.

17 This lady, then you sir.

18 ooOoo

19 JENNIFER: How are you guys going to help  
20 possibly reduce some of the noise that we are going to  
21 get? I live on Cajalco. We get a lot of traffic as it  
22 is. We know that the four-lane road is going to  
23 increase the amount of the noise coming into our home  
24 even as we speak. How are you guys going to possibly  
25 address those problems we're going to run into? In

1 addition to extra exhaust that we're going to get?

2 MR. PEREZ: I will turn it over to Brian and  
3 let him tell you what sort of studies we do and sort of  
4 the type of things done. I can tell you in general some  
5 of the strategies that are used in other areas. We have  
6 used in Riverside County, for example, the use of  
7 rubberized asphalt that cuts down on roadway noise.

8 JENNIFER: Okay.

9 MR. PEREZ: There are times, depending how  
10 close are you to the road, what have you, the project  
11 identifies significant impacts. And there may be a need  
12 to replace windows, for example in a home. Sound walls  
13 are kind of an extreme case of some noise mitigation.  
14 Generally not something that we rush to do by any means,  
15 because they have a lot of negative side effects too,  
16 you have this tunnel going down road. But I think there  
17 are a number things that will be looked at.

18 Brian, do you want to talk about the noise  
19 studies?

20 MR. CALVERT: So for the noise side of it,  
21 there are certain noise regulations we have to follow.  
22 For this project, we will be following both State and  
23 Federal guidelines. There is something called a Noise  
24 Abatement Criteria. That is established decibel levels  
25 that have been established for different types of uses.



1 For example, for residential use, there is a noise level  
2 established. So we have to go out and evaluate what is  
3 the noise level now, then what is the noise level 20  
4 years after the project is constructed.

5 JENNIFER: So it is based on the increase, not  
6 what the current level is now, and then how much it is  
7 increased?

8 MR. CALVERT: No, it is different. Under the  
9 State Laws you look at what the actual increase is.  
10 Under Federal Laws you look at what the, you look at  
11 whether that property is above or below that criteria  
12 that is set. So regardless of what the difference is,  
13 what you're concerned about is whether you are over or  
14 under that. So you could already be over that.

15 JENNIFER: I would not be surprised.

16 MR. CALVERT: If that is the case, then we  
17 have to evaluate the potential strategies for addressing  
18 that noise if that is possible as part of the project.  
19 In a nutshell, that is how it works, and then there is a  
20 whole other process after we identify areas that qualify  
21 for abatement, then there is a cost component that goes  
22 into it too. Say if we are doing a wall --

23 JENNIFER: Which I really do not want.

24 MR. CALVERT: Right. And for the most part,  
25 in the Mead Valley area you have driveways coming into

1 the roadway, so walls would not work in that location.

2 JENNIFER: We are in a valley, so if you add a  
3 wall, you are going to add an echo to the valley, which  
4 will not increase the amount of noise.

5 MR. CALVERT: Yes, that is a potential.

6 MR. PEREZ: Gentleman in the back?

7 ooOoo

8 UNIDENTIFIED SPEAKER: Yeah. The question is  
9 when you get the video, it shows where there are bike  
10 lanes and horse trails. And it seems like it is cut off  
11 at Mead Valley. Is that going to continue all the way  
12 down to the road or are just certain parts of the  
13 Cajalco project that will have the bike lines and lanes  
14 for horses?

15 MR. STANLEY: Sorry about that. There was a  
16 technical issue in the production of the video. Those  
17 lanes and stuff were on the model, I think if you go  
18 over there and look, you can see them. But the distance  
19 the video was done from, they do not show up. We may  
20 modify that for when we post these on the Web so that  
21 you can see that better. We will have to draw striking  
22 and stuff to different scale to get it to show up. But  
23 it was just a technical glitch in the way it was  
24 produced.

25 UNIDENTIFIED SPEAKER: The answer to that

1 question, it was from one end to the next?

2 MR. PEREZ: I will say in general. When I say  
3 in general, again, when we get into the detailed  
4 studies, you know, there will be a tradeoffs. If you,  
5 for example, you have a different environment south of  
6 the lake where you have open land, if you add 10 or 12  
7 foot for this trail or sidewalk or accommodation; what  
8 that will trigger as in home acquisitions and that type  
9 of thing. I think in general we want to provide  
10 connectivity, in some areas it may be a sidewalk, some  
11 areas it may be a trial or a combination of both. Once  
12 we have the detailed survey, we will have a better idea  
13 of how those fit on a particular area. Then we will be  
14 able to answer that. But we are a few months away from  
15 that.

16 Yes, sir?

17 ooOoo

18 ABEL MALDONADO: I have two questions: Are  
19 going to have a signal light on Cajalco Road and  
20 Alexander?

21 MR. PEREZ: Yes. And you do not have to wait  
22 for this. That will happen, that should start  
23 construction early part of next year.

24 ABEL MALDONADO: The other question is: She  
25 said on the flooding section Brown and Cajalco, I'm

1 living right on center point of the flood, the flooding  
2 center point on Alexander and Wells. So are they going  
3 to install something crossing along my property on both  
4 sides? I'm in the corner, right on corner.

5 MR. PEREZ: I cannot answer that. The project  
6 on Brown that we are focusing on is just to put a box,  
7 not put a storm drain. However, with the Cajalco Road  
8 project we will be looking at drainage. And there may  
9 be an opportunity to install some storm drains and what  
10 have you there. I can tell you our flood control  
11 district, they specialize in channels and major storm  
12 drains. They are just looking at this area too to see  
13 if there some things that they can do in the interim to  
14 help alleviate the drainage. I would encourage you to  
15 come in a couple months and maybe they will have an  
16 update on you about that.

17 ABEL MALDONADO: They are planning on paving  
18 the wells? And I asked them, you know, for the  
19 drainage, if they are going to install a pipe crossing  
20 the well, that is a small street. And they say they are  
21 going to put some cement for that water flood. I said,  
22 well I'm going to have the same problem then, three feet  
23 of flooding. This is terrible.

24 MR. PEREZ: Again, we'll look at that in more  
25 detail. Unfortunately, any time you put in a pipe or do



1 something else, you are going to create some other  
2 impact either downstream or upstream. So we do not want  
3 to fix your problem and cause a new problem for someone  
4 else. Those are the type of things that have to be  
5 looked at in detail. It's all interrelated with  
6 drainage.

7 ABEL MALDONADO: They installed a bigger pipe.  
8 We had about this big of pipe drainage crossing  
9 Alexander. And this year, this drainage system I went  
10 to Riverside, and they went to fix that and they  
11 installed a bigger pipe. It might work for this coming  
12 drainage system. So that was my other question, the  
13 light Alexander and Cajalco and the drainage. That was  
14 other question. Thank you for your answer.

15 MR. PEREZ: Thank you for coming out.

16 Yes ma'am.

17 ooOoo

18 ROSE RICO: To piggyback on his Alexander stop  
19 light: Are you going to install crosswalks, or it's not  
20 necessary or what? Because we have pedestrians on the  
21 stop light at Brown and Cajalco, and then if we are  
22 going to put one on Alexander, we may have --

23 MR. PEREZ: We will install crosswalks. They  
24 are pretty much required at every legal crossing. So  
25 they will be there. I cannot tell you which lane or if

1 all lanes right now, but we will have some.

2 Go ahead, sir.

3 ooOoo

4 TIM HOLMES: Are you going to be putting  
5 fencing up along areas open where game can cross over,  
6 like the Lake Mathews areas? Or is that going to be  
7 still wide open?

8 MR. PEREZ: I know the metropolitan water  
9 district has fencing out there to fence off the reserve.  
10 They will replace or put fencing, because they want  
11 limited access to the habitat areas.

12 TIM HOLMES: The reason I say that, the way  
13 the road presently is now, the road dies down pretty  
14 good about 10:00 o'clock or 11:00 o'clock at night. So  
15 a lot of game will cross at that time. When you open  
16 this up, there is going to be 24-hour traffic.

17 MR. PEREZ: Yes. Thank you. Yes, you remind  
18 me of something we should have mentioned earlier.

19 As part of this project, we are going to be  
20 looking at places where we can put crossings under the  
21 road for habitat. Especially in that area south of Lake  
22 Mathews. And that may be a combination of culverts. In  
23 fact, you can see back there, it takes advantage of  
24 putting a bridge, so that the habitat can cross under  
25 the bridge to the lake. So we are going to have to, and

1 we want to put a number crossings, you know, as much as  
2 we can to make sure you allow for that movement. And  
3 actually, it will be better than what you have today,  
4 because today everything is pretty much on the road. So  
5 we're going to provide opportunities under the road for  
6 that to happen.

7 TIM HOLMES. Okay. What I was trying to say  
8 is that most game now comes down to the lake at night  
9 and they stay away from crossing road most of the time.

10 MR. PEREZ: Let me get this lady, then I will  
11 get you, Lee.

12 ooOoo

13 ROSE RICO: Will there be detours for the  
14 construction coming down? And if there are any, which  
15 stress will you use? Because when there is accidents,  
16 they detour on them and there is a lot of zoom, zoom at  
17 certain hours of the day.

18 MR. PEREZ: We're too early to be able to tell  
19 you that precisely. That will depend on which section,  
20 the timing of it, once we get into the detailed design,  
21 we will know more about that. In general, yes, there  
22 will have to be detours. Our general goal in a road  
23 like this is to keep it open at least with two lanes at  
24 all times. There may be times you need to close it or  
25 have flagmen. We try to minimize that as much as we

1 can. We will not have detailed answers on that for a  
2 couple of years yet.

3 Lee?

4 ooOoo

5 LEE CUSSINS: The developer has applied to  
6 build a 7/Eleven store and gas station at Brown and  
7 Cajalco. And he informed the community that he had  
8 been in communication with the Transportation  
9 Department and they had no guidelines yet for him so  
10 he can set his store back from the center of the road.  
11 So he is forced to just make a guess. And I'm just  
12 wondering how soon will those guidelines be  
13 disseminated?

14 MR. PEREZ: I will have to look at where his  
15 specific property is. Generally we do have guidelines  
16 in place now. I'm not clear unless it's an area where  
17 the land is shifting significantly.

18 LEE CUSSINS: It's not. It is Brown and  
19 Cajalco and it's the northeast corner.

20 MR. PEREZ: Okay. I will go back and check.  
21 Cheryl, can you make a note of that to check  
22 with the developer?

23 Thank you for bringing that up.

24 Okay. Any final questions? It is getting  
25 warm in here.



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TIM HOLMES: You said that they were going to start construction if project goes through about 2017?

MR. PEREZ: I think we were saying closer to 2016. I want to highlight, that is our goal based on what we know today. There are things that could happen to delay it. And if there is opportunity to accelerate it, we'll do that too. But generally the goal in the first phrase is somewhere in the 2016.

TIM HOLMES: When do you think it will be completed?

MR. PEREZ: Once the first phase starts, something along this size of a probably a year of construction, a little bit less. However, as far as the entire corridor, it's going to be many years. I cannot be any more precise than that. That will depend on how much funding is coming in. It may be --

TIM HOLMES: 2020?

MR. PEREZ: Hopefully sooner than that, but is possible, yes.

ooOoo

CARLOTTA FUERSTENBERG: I'm not sure if you are familiar, but one gentleman just told me that they are doing that bridge already now to widen it over the 215 Freeway. Now, does that mean that they will

1 expedite it, like night work? Otherwise it will be  
2 nightmare to just have that one lane open to widen that  
3 bridge. I know how long it took on La Sierra before  
4 they finished that bridge and made it wider. And now  
5 there are cars already lined up if you want to cross  
6 that bridge to go to the freeway at rush hour. I was  
7 wondering if they were going to employ night work to  
8 rush it?

9 MR. PEREZ: I don't know offhand if we are  
10 using night work at the Ramona and 215 Freeway bridge or  
11 not. I will get some information to let you know. If  
12 you like to leave your phone number with the lady there,  
13 we'll get you an answer on that. We do try to do did  
14 that on occasion. It depends on the noise impacts and  
15 other stuff there. There will be some disruption, no  
16 question about it.

17 Okay. I will take one more question and then  
18 wrap it up.

19 Yes, ma'am.

20 ooOoo

21 ROSE RICO: I had a question: The air  
22 quality, how will it affect our health in the years to  
23 come once this roadway is built? And the property  
24 acquisition, how will this work and to acquire a  
25 person's property? Will you purchase it or will it be

1 taken away that we have to give it?

2 MR. PEREZ: Property is always purchased for  
3 road projects. So at the appropriate time that we know,  
4 there are appraisals done, there is negotiations offered  
5 to the property that is needed. It is always purchased,  
6 never taken.

7 As far the air quality you mentioned, there  
8 are air quality studies that are down to identify levels  
9 of air quality. We view this project as beneficial from  
10 the standpoint that you will have less idling, less  
11 congestion, less traffic backing up.

12 Do you want to take a minute just to let them  
13 know.

14 MR. CALVERT: Once you have traffic that is  
15 free flowing, it is much better air quality in terms of  
16 if you have stopped traffic, that generally worsens air  
17 quality. There is a detailed air quality study done  
18 that has to get done as part of the project. There are  
19 thresholds that have been established as far as air  
20 quality is concerned. The carbon monoxide sulphates,  
21 different things. They all get evaluated to determine  
22 what the levels would be as part of this project or what  
23 the impact would be if it was affecting any of those  
24 levels to the point where it causes an impact above what  
25 the air quality standards are.

1 ROSE RICO: Are there comparisons to other  
2 areas that have already been roads like this, comparison  
3 to what will happen here?

4 MR. CALVERT: Part of the air quality analysis  
5 is established on roadways where it is known that the  
6 air quality standards are not exceeded, those volumes or  
7 traffic are compared to the volume of traffic for this  
8 road to determine whether we are above or below those  
9 lines. So that is one of the things done as far as the  
10 project, air quality analysis.

11 ooOoo

12 UNIDENTIFIED SPEAKER: I just wanted to  
13 mention that cars running at freeway speed burn much  
14 cleaner than they do at slower speeds. I am a retired  
15 mechanic.

16 MR. PEREZ: Great. We are going wrap up.  
17 Again, there would be a lot of opportunity for questions  
18 and comments. Thank you for coming out. Keep in touch.  
19 Thank you.

20  
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22  
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25



1 REPORTER'S CERTIFICATION

2  
3 I, Tina Blackmore, Certified Shorthand  
4 Reporter, in and for the State of California, do  
5 hereby certify:

6 That the foregoing proceedings were reported by  
7 me stenographically and later transcribed into  
8 typewritten under my direction; that the foregoing is  
9 a true record of the proceedings taken at that time.

10 IN WITNESS WHEREOF, I have subscribed my name  
11 this 29th day of September 2011.

12  
13  
14  
15 \_\_\_\_\_  
16 TINA BLACKMORE, CSR No. 12409  
17  
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25

#### **H.2.1.3 2011 NOP Comments**



California Natural Resources Agency  
**DEPARTMENT OF FISH AND GAME**

<http://www.dfg.ca.gov>

Inland Deserts Region  
3602 Inland Empire Blvd., Suite C-200  
Ontario, CA 91764  
(909) 484-0167

**EDMUND G. BROWN JR.**, Governor

**Charlton H. Bonham**, Director



October 4, 2011

Mary Zambon  
Riverside County Transportation Department  
3525 14<sup>th</sup> Street  
Riverside CA 92501

Re: Notice of Preparation of Environmental Impact Report for the Cajalco Road  
Widening Project, Riverside County -- SCH# 2011091015

Dear Ms. Zambon:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the Notice of Preparation (NOP) for the Draft Environmental Impact Report for the Cajalco Road Widening Project. The Department is responding as a Trustee Agency for fish and wildlife resources [Fish and Game Code Sections 711.7 and 1802 and the California Environmental Quality Act (CEQA) Guidelines Section 15386], and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*).

The project is located between the Interstate 15 (I-15) and the Interstate 215 (I-215). The project involves 16 miles of Cajalco Road. Cajalco Road would be widened to four (4) lanes between Harvill Avenue and Temescal Canyon Road and to six (6) lanes between the I-215 southbound ramps and Harvill Avenue. The project also involves multiple culverts and bridges. The alignment is largely undeveloped until east of Lounsbury Road. There is a northern and southern alignment to just west of Lynette Lane before the two alignments join.

Multiple Species Habitat Conservation Plan (MSHCP)

The proposed project occurs within the MSHCP and is subject to the provisions and policies of the MSHCP. The County of Riverside is signatory to the Implementing Agreement and is a Permittee of the MSHCP. Participants in the MSHCP are issued take authorization for covered species. 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. In order to be considered a covered activity, Permittees must demonstrate that proposed actions are consistent with the MSHCP and its associated Implementing Agreement.

Compliance with approved habitat plans, such as the MSHCP, is discussed in CEQA. Section 15125(d) of the Guidelines for the Implementation of CEQA requires that an environmental impact report (EIR) discuss any inconsistencies between a proposed project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans (NCCP). A finding of consistency should be included

*Conserving California's Wildlife Since 1870*

with the CEQA document. The DEIR should include a discussion of the impact of the project on the proposed extension of Core 2 for the MSHCP. The DEIR should discuss potential impacts from Alternative 2 on the El Sobrante Landfill Habitat Conservation Plan and any conserved lands associated with it. The DEIR should also discuss any potential impacts to and mitigation for lands already in conservation, or lands serving as mitigation sites for Department streambed alteration agreements, Regional Water Quality Control Board 401 certifications, or United States Army Corps of Engineers 404 permits, as well as lands managed by the Riverside-Corona Resource Conservation District.

The project has the potential to impact southern riparian forest, southern willow scrub, mulefat scrub and Riversidean sage scrub. Species impacted by the proposed project include round-leaved filaree, small-flowered morning-glory, least Bell's vireo, coastal California gnatcatcher, burrowing owl and Stephens' kangaroo rat. This project is a covered activity under the MSHCP. A Determination of Biologically Equivalent or Superior Preservation (DBESP) and the Equivalency Evaluation are required by the Regional Conservation Authority (RCA), as well compliance with the resource protection policies of Volume 1, Section 6 and portions of Section 7 of the MSHCP. In particular, the DEIR should focus on the potential adverse impacts of roadways upon wildlife, particularly existing wildlife crossings, and measures to mitigate those impacts.

The Department is concerned about the continuing loss of jurisdictional waters of the State and the encroachment of development into areas with native habitat values. The CEQA document should contain sufficient, specific, and current biological information on the existing habitat and species at the project site; measures to minimize and avoid sensitive biological resources; and mitigation measures to offset the loss of native flora and fauna and State waters. If the project site contains Federally- or State-listed species, the CEQA document should include measures to avoid and minimize impacts to these species as well as mitigation measures to compensate for the loss of biological resources. The CEQA document should not defer impact analysis and mitigation measures to future regulatory discretionary actions, such as a Lake or Streambed Alteration Agreement.

This particular project has the potential to have significant environmental impacts on sensitive flora and fauna resources. Therefore, the CEQA document should include an alternatives analysis which focuses on environmental resources and ways to avoid or minimize impacts to those resources.

To enable Department staff to adequately review and comment on the proposed project, we suggest that updated biological studies be conducted prior to any environmental or discretionary approvals. The DEIR should include any actions or approvals taken by the MSHCP. The following information should be included in any focused biological report or supplemental environmental report:

1. A summary of the structure, purpose and obligations of the Lead Agency under the MSHCP and an analysis of the project in relation to the Area Plan and Criteria Cell biological goals and objectives.
  - a. Reserve Assembly. The project is located within the MSHCP Criteria Area and is subject to the conservation requirements for reserve assembly. A discussion of the applicable Area Plans and whether the project includes Criteria Cells should be addressed. Documents processed through the



Resource Conservation Agency (RCA) of the MSHCP should be included in the CEQA document.

- b. Goals and Objectives. A discussion of the Area Plan biological goals and objectives for species and habitats and an analysis of the project's species and habitats in relation to those goals and objectives.
  - c. MSHCP Policies. A discussion of the applicability of MSHCP policies and procedures, including: the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools policy (MSHCP Section 6.1.2); Protection of Narrow Endemic Plant Species (MSHCP Section 6.1.3); Additional Survey Needs and Procedures (MSHCP Section 6.3.2); Additional Survey Needs (MSHCP Section 6.3.2); Fuels Management (MSHCP Section 6.4), and the Guidelines Pertaining to the Urban Wildlands Interface (MSHCP Section 6.1.4).
  - d. Special Survey Areas. A discussion of what the survey requirements are of the project site and the results of general and focused surveys. Surveys should be conducted within one year of submittal of the CEQA document. Survey requirements and results should be included in the CEQA document.
  - e. Biological Resources. A list of the biological resources found on the site and an analysis of how the project implementation would impact those resources.
  - f. Mitigation Measures. A list of proposed mitigation measures required by the MSHCP to offset impacts to site species and habitats, including payment of fees or other measures.
2. A complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats.
- a. A thorough assessment of rare plants and rare natural communities, following the Department's November 2009 guidance for Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. The guidance document can be found at the following link:  
[http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols\\_for\\_Surveying\\_and\\_Evaluating\\_Impacts.pdf](http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols_for_Surveying_and_Evaluating_Impacts.pdf)
  - b. A complete assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be considered. 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.

- c. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the California Fish and Game Code. However, the CNDDDB must be used as a supplementary source and not as a sole source of biological information because the information in the database is compiled from biological information submitted from proposed projects. Biological information should be obtained from the MSHCP and from site-specific surveys.
3. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.
  - a. CEQA Guidelines, 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
  - b. Project impacts should be analyzed relative to their affects on off-site habitats. Specifically, this should encompass adjacent public lands, open space, adjacent natural habitats, and riparian ecosystems. In addition, impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas, should be fully evaluated and provided.
  - 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, 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.
  - e. The document should include an analysis of the effect that the project may have on the Western Riverside Multiple Species Habitat Conservation Plan or on other regional and/or subregional conservation programs in San Diego or Orange Counties. Under Sections 2800-2835 of the California Fish and Game Code, the Department, through the Natural Communities Conservation Planning (NCCP) program is coordinating with local jurisdictions, landowners, and the Federal Government to preserve local and regional biological diversity.
4. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated (CEQA Guidelines 15126.6).

A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

- a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid and/or otherwise minimize project impacts. Off-site compensation for unavoidable impacts through acquisition and protection of high-quality habitat should be addressed.
  - b. The Department considers Rare Natural Communities as threatened habitats having both local and regional significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts.
  - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
5. Although the proposed project is within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) and could be subject to Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, a Lake and Streambed Alteration Agreement Notification is still required by the Department should the site contain jurisdictional waters. The Department's criteria for determining the presence of jurisdictional waters are generally more comprehensive than the MSHCP criteria in Section 6.1.2. The CEQA document should include a jurisdictional delineation if there are impacts to riparian vegetation or State waters.

The Department opposes the elimination of watercourses and/or their channelization or conversion to subsurface drains. All wetlands and watercourses, whether intermittent or perennial, must be retained or mitigated for and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations.

- a. Under Section 1600 *et seq.* of the California Fish and Game Code, the Department requires the project applicant to notify the Department of any activity that will divert, obstruct or change the natural flow or the bed, channel or bank (which includes associated riparian resources) of a river, stream or lake, or use material from a streambed prior to the applicant's commencement of the activity. Streams include, but are not limited to, intermittent and ephemeral streams, rivers, creeks, dry washes, sloughs, blue-line streams, and watercourses with subsurface flow. The Department's issuance of a Lake and Streambed Alteration Agreement for a project this 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. However, if the CEQA document does not fully identify potential

impacts to lakes, streams, and associated resources (including, but not limited to riparian and alluvial fan sage scrub habitat) and provide adequate avoidance, mitigation, monitoring, and reporting commitments, additional CEQA documentation will be required prior to execution (signing) of the Streambed Alteration Agreement. In order to avoid delays or repetition of the CEQA process, potential impacts to a lake or stream, as well as avoidance and mitigation measures need to be discussed within this CEQA document. The Department recommends the following measures to avoid subsequent CEQA documentation and project delays:

(i) Incorporate all information regarding impacts to lakes, streams and associated habitat within the DEIR. Information that should be included within this document includes: (a) a delineation of lakes, streams, and associated habitat that will be directly or indirectly impacted by the proposed project; (b) details on the biological resources (flora and fauna) associated with the lakes and/or streams; (c) identification of the presence or absence of sensitive plants, animals, or natural communities; (d) a discussion of environmental alternatives; (e) a discussion of avoidance measures to reduce project impacts, (f) a discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance; and (g) an analysis of impacts to habitat caused by a change in the flow of water across the site. The applicant and lead agency should keep in mind that the State also has a policy of no net loss of wetlands.

(ii) The Department recommends that the project applicant and/or lead agency consult with the Department to discuss potential project impacts and avoidance and mitigation measures. Early consultation with the Department is recommended since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Streambed Alteration Agreement Notification package, please visit our website at: <http://www.dfg.ca.gov/habcon/1600/>.

Thank you for this opportunity to comment. Please contact Robin Maloney-Rames at (909) 980-3818, if you have any questions regarding this letter.

Sincerely,



Jeff Brandt  
Senior Environmental Scientist  
State Clearinghouse, Sacramento





THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

Office of the General Manager

October 21, 2011

Via Email & Federal Express

Ms. Mary Zambon  
Riverside County Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

Dear Ms. Zambon:

**Notice of Preparation of Environmental Impact Report  
for Cajalco Road Widening and Safety Enhancement Project**

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Preparation (NOP) of Environmental Impact Report (EIR) for the Cajalco Road Widening and Safety Enhancement Project, located primarily within unincorporated Riverside County and generally between Temescal Canyon Road and the 1-215 freeway.

Metropolitan currently owns and operates several facilities within or in the vicinity of the area described in the NOP-EIR, including Lake Mathews, Cajalco Creek Dam and Detention Basin, Lake Mathews Sediment Basins, Colorado River Aqueduct Val Verde Tunnel, Upper Feeder pipeline, Lower Feeder pipeline, and Lake Perris Bypass pipeline and pump-back facilities. In addition, Metropolitan's approved but not-yet constructed Central Pool Augmentation (CPA) pipeline and treatment plant are within or adjacent to the boundaries of the proposed area. Furthermore, Metropolitan maintains ownership of and jointly manages the Lake Mathews Multiple Species Reserve and mitigation bank, established and managed under the terms of a Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP) and Cooperative Management Agreement among Metropolitan, the California Department of Fish and Game (CDFG), the U.S. Fish and Wildlife Service, and Riverside County Habitat Conservation Agency (RCHCA); a Conservation Easement recorded by the County of Riverside and held by the RCHCA; and an underlying MOU among Metropolitan, the California Department of Water Resources and CDFG.

The use of Metropolitan-owned property for the Cajalco Road Widening Project requires the approval of Metropolitan. For that reason, Metropolitan must be included in the EIR as a Responsible Agency for purposes of CEQA.

Metropolitan recognizes that the Cajalco Road Widening Project is a distinctly different project than the Riverside County Transportation Commission's Mid-County Parkway Project; however, many of the same issues that were identified for that project would also apply to the Cajalco

Ms. Mary Zambon

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Road Widening Project. Similar issues of concern to Metropolitan regarding this project pertain to alignment, design, construction and operation of a major transportation facility within or adjacent to Metropolitan's property outside the existing Cajalco Road right-of-way. Metropolitan wishes to reiterate some of those issues, in order that they may be considered early in your planning process. As discussed in our previous comments to Riverside County Transportation Department (RCTD) regarding the Cajalco Road Widening and Safety Enhancement Project (enclosed and dated March 15, 2011), there are several critical issues that must be addressed in the EIR to allow Metropolitan to comply with CEQA in making its decision whether to grant approval for the use of Metropolitan property and potential impacts on Metropolitan facilities. These issues include but are not limited to:

1. Impacts to Lake Mathews MSHCP/NCCP Reserve lands, including direct and indirect impacts to covered species and habitats
2. Consistency of the project with existing Reserve-related agreements for mitigation banking and long-term protection of sensitive, threatened and endangered species
3. Impacts to the Lake Mathews watershed, specifically impacts to the quality of water entering Lake Mathews
4. Inclusion of the requirements stated in the Lake Mathews Drainage Water Quality Management Plan, a joint agreement among Metropolitan, the County of Riverside, and the Riverside County Flood Control and Water Conservation District
5. Security of Metropolitan land and facilities
6. Impacts to Metropolitan operational facilities and rights-of-way

Any proposed use of Metropolitan's Lake Mathews fee property outside the existing Cajalco Road right-of-way to accommodate the proposed road realignment and widening project will need a formal request for the proposed project. This request should be submitted to Mr. Sherman Horn of our Real Property Development and Management Group.

As previously stated, Metropolitan has particular concerns with any project that would adversely impact or encroach upon the Lake Mathews MSHCP/NCCP Reserve lands, as these Reserve lands provide the basis for Metropolitan's compliance with the federal and state Endangered Species Acts. We advise RCTD to review and assess the Cajalco Road Widening Project and legal ramifications associated with modifications to the Lake Mathews MSHCP/NCCP and related agreements to fully understand and consider the importance of maintaining the integrity of the Reserve lands and agreements in compliance with federal and state law. RCTD should note that existing agreements allow only for the addition of species or lands to the MSHCP/NCCP for protection, not for removing or exchanging species or lands. Any changes to the MSHCP/NCCP and related agreements would require the approval of all signatories to those agreements; as such, RCTD would need to address the plausibility of modifying the MSHCP/NCCP given the constraints outlined in the legal documents that established the Reserve and provide for its current and future management. As a signatory agency and trustee agency for wildlife purposes, the California Department of Fish and Game must be included as a

Ms. Mary Zambon

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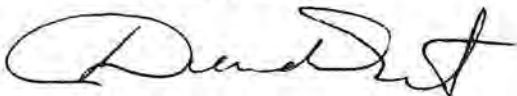
Responsible Agency for CEQA purposes, as well as for ensuring compliance with the California Endangered Species Act.

Metropolitan also has critical engineering issues related to the protection of our existing facilities and to the operation and maintenance of our water distribution system. These facilities are a critical part of Metropolitan's distribution system, which imports water to over 19 million customers in southern California. Metropolitan has particular concerns over the potential impact from the widening of Cajalco Road on the Cajalco Dam and Detention Basin and Lake Mathews Sediment Basins along Cajalco Road. Changes to the existing Cajalco Road elevation or width can impact the operational requirements of the Cajalco Dam and Detention Basin (including water impound capacity and access for sediment removal and general maintenance), which would be unacceptable. Portions of the Cajalco Dam and Detention Basin are under the jurisdiction of the Division of Safety of Dams (DSOD). Modifications required by DSOD may impact the operational requirements of the facility and could be unacceptable. Changes to the drainage system along Cajalco Road could result in flooding on Metropolitan properties, potentially impacting facility operations.

Please be advised that extensive engineering and geotechnical work will need to be undertaken to ensure that the location and operation of the proposed project will not compromise the integrity of Metropolitan's distribution system, and will not restrict or constrain Metropolitan's ability to maintain, operate, replace or add facilities along our right-of-way. Where mitigation of potential impacts to facilities would not be possible, realignment of the project might be required. We request that our facilities and rights-of-way be fully shown and identified as Metropolitan's in the EIR and on your project plans and that prints of the plans and pertinent environmental documentation be submitted for our review and written approval as they pertain to our rights-of-way.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation from you about this important project. If we can be of further assistance, please contact Ms. Wendy Picht at (951) 926-7173.

Very truly yours,



Deirdre West  
Manager, Environmental Planning Team

EPT Job No. 2011100507

Enclosures: Letter dated March 15, 2011



THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Office of the General Manager

Your Project No. C0-0551  
MWD Colorado River Aqueduct  
Val Verde Tunnel  
Sta. 10222+00 to 11700+00  
Substr. Job No. 2001-11-001

March 15, 2011

Mr. Stan A. Dery  
Technical Engineering Unit Supervisor  
County of Riverside  
Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

Dear Mr. Dery:

Cajalco Road Widening — Information Request

Thank you for your letter dated January 18, 2011, submitting maps showing the location of your proposed Cajalco Road realignment and widening project located generally between Temescal Canyon Road and the I-215 freeway in Riverside County.

As shown on the enclosed maps, the locations of our 15-foot-3-inch-inside-diameter Colorado River Aqueduct Val Verde Tunnel and accompanying rights-of-way are located within and adjacent to your proposed project areas. We are transmitting a copy of our "Guidelines for Development in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California," and prints of our Drawings B-363-1 through B-363-4, and Right-of-Way Maps Eagle1-02, 140-6 through 140-14, for your information and use.

Metropolitan currently owns and operates several facilities within or in the vicinity of the study area, as shown in your maps, including Lake Mathews, the Cajalco Creek Dam and Detention Basin, the Colorado River Aqueduct Val Verde Tunnel, the Upper Feeder pipeline, the Lower Feeder pipeline, and the Lake Perris Bypass pipeline and pump-back



Mr. Stan A. Dery

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facilities, and Metropolitan's approved but not-yet constructed Central Pool Augmentation (CPA) pipeline and treatment plant. In addition, Metropolitan maintains ownership of and jointly manages the Lake Mathews Multiple Species Reserve and mitigation bank, established and managed under the terms of a Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP) and Cooperative Management Agreement among Metropolitan, the California Department of Fish and Game (CDFG), the U.S. Fish and Wildlife Service, and Riverside County Habitat Conservation Agency (RCHCA); a Conservation Easement recorded by the County of Riverside and held by the RCHCA; and an underlying MOU among Metropolitan, the California Department of Water Resources and CDFG.

Metropolitan recognizes that the Cajalco Road Widening Project is a distinctly different project than the Riverside County Transportation Commission's Mid-County Parkway Project; however, many of the same issues that were identified for that project would also apply to the Cajalco Road Widening Project as well — issues pertaining to alignment, design, construction and operation of a major transportation facility within or adjacent to Metropolitan's property outside the existing Cajalco Road right-of-way. Metropolitan also recognizes that the process of environmental clearance for the Cajalco Road Widening Project has not yet been initiated pursuant to the California Environmental Quality Act (CEQA), and that Metropolitan, as a potentially affected public agency, will have opportunities in the future to provide comments on the project as part of the CEQA process. Nevertheless, we wish to take this opportunity to reiterate some of those issues at this time in order that they might be considered early in your planning process. These are critical issues that must be resolved before Metropolitan will consider granting approval for the crossing of our lands and/or facilities. Metropolitan addressed these issues in detail in letters to the Riverside County Transportation Commission (RCTC) dated August 31, 2007 and April 18, 2007, copies enclosed.

These issues include but are not limited to:

- a. Impacts to Lake Mathews MSHCP/NCCP Reserve lands, including direct and indirect impacts to covered species and habitats;
- b. Consistency of the project with existing Reserve-related agreements for mitigation banking and long-term protection of sensitive, threatened and endangered

Mr. Stan A. Dery

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species;

c. Impacts to the Lake Mathews watershed, specifically impacts to the quality of water entering Lake Mathews;

d. Inclusion of the requirements stated in the Lake Mathews Drainage Water Quality Management Plan, a joint agreement among Metropolitan, the County of Riverside, and the Riverside County Flood Control and Water Conservation District;

e. Impacts to Metropolitan operational facilities and rights-of-way; Any proposed use of Metropolitan's Lake Mathews fee property outside the existing Cajalco Road right-of-way to accommodate the proposed road realignment and widening project will need a formal request for the proposed project. Please send this letter to the attention of Sherman Horn of our Real Property Development and Management Group; and

f. Security of Metropolitan land and facilities.

As previously stated, Metropolitan cannot support any project that would adversely impact or encroach upon the Lake Mathews MSHCP/NCCP Reserve lands. The lead agency for the Cajalco Road Widening Project would be advised to review and assess the legal ramifications associated with modifications to the Lake Mathews MSHCP/NCCP and related agreements to fully understand and consider the importance to Metropolitan of maintaining the integrity of the Reserve lands and agreements. The lead agency also should note that existing agreements allow only for the addition of species or lands to Reserve protection, not for removing or exchanging species or lands. Any changes to the MSHCP/NCCP and related agreements would require the approval of all signatories to those agreements; as such, the lead agency would need to address the plausibility of modifying the MSHCP/NCCP given the constraints outlined in the legal documents that established the Reserve and provide for its current and future management.

Metropolitan also has critical engineering issues related to the protection of our existing facilities and to the operation and maintenance of our water distribution system. These facilities are a critical part of Metropolitan's distribution system, which imports water to over 19 million customers in Southern California. Extensive engineering and geotechnical work will need to be undertaken to ensure that the location and operation of the

Mr. Stan A. Dery

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proposed project will not compromise the integrity of this distribution system, and will not restrict or constrain Metropolitan's ability to maintain, operate, replace or add facilities along our right-of-way. Where mitigation of potential impacts to facilities would not be possible, realignment of the project might be required.

We request that our facilities and rights-of-way be fully shown and identified as Metropolitan's on your project plans and that prints of the plans and pertinent environmental documentation be submitted for our review and written approval as they pertain to our rights-of-way. We also request that all applicable portions of the enclosed guidelines be incorporated in your plans.

Please add a stipulation to your plans or specifications to notify Daniel Dixon of our Water System Operations Group, telephone (951) 926-5853, at least two working days prior to starting any work in the vicinity of our rights-of-way.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of the first page of this letter. Should you require any additional information, please contact Ken Chung telephone (213) 217-7670.

Very truly yours,

A handwritten signature in black ink, appearing to read 'K. Callanan', followed by a horizontal line.

Kieran M. Callanan, P.E.  
Manager, Substructures Team

KC:ly  
DOC 2001-11-001

Enclosures (32)



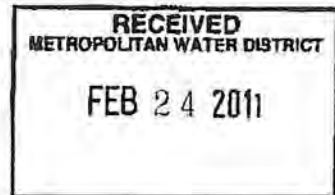
**COUNTY OF RIVERSIDE**  
**TRANSPORTATION AND**  
**LAND MANAGEMENT AGENCY**  
**Transportation Department**



*Juan C. Perez, P.E., T.E.*  
*Director of Transportation*

January 18, 2011

Susan Walters  
MWD  
P.O. Box 54153  
Los Angeles, CA 90054



**Subject: Request for Utility Location Information**  
**Cajalco Road Widening – Temescal Canyon Road to I-215 Freeway**  
**Project No. C0-0551**

Dear Ms. Walters

The County of Riverside Transportation Department plans to widen and realign Cajalco Road from Temescal Canyon Road to the I-215 freeway through the Lake Mathews and Mead Valley areas of Riverside County. The planned improvements are to widen and realign the existing two-lane road to a four-lane arterial highway.

This project should not be confused with the "Mid-County Parkway" project of the Riverside County Transportation Commission. Although the Mid-County Parkway project is moving forward East of Interstate 215, the segment between I-215 and I-15 has been cancelled.

We have enclosed Thomas Guide map pages 774-777, Riverside County Edition, which shows the project area of the planned improvements route. Please send a set of your facilities maps and as-built plans of your facilities which are located in the project area to us by March 31, 2011 to assist us with our design work.

Please be advised that ICF/Jones & Stokes, Inc. has been retained by the County of Riverside to perform design services for the County for this project. Their engineering subconsultant is the firm AECOM, and for this project, is an authorized representative of the County of Riverside. The representative from AECOM for the project is Edward Ng, who can be reached at 909-895-0520, ext 401. We request that you provide information, documents, coordination and communication with our representative on this project in his/her role as an authorized extension of County staff. The requested inventory and as-built maps should be sent to the County of Riverside, as the owner of the project.

Please note that utility conflicts exist quite often and that accurate information is essential. With precise location of your facilities provided, it may be possible in the project design to eliminate the need for your agency to relocate any of your facilities.

Your early attention to any required utility relocations would be appreciated. Please advise us if you find that additional right of way will be required for the relocation of any of your facilities. Early notification is needed so that acquisition procedures can be initiated, so as to not impact the construction schedule.



Request for Utility Location Information

Cajalco Road Widening – Temescal Canyon Road to I-215 Freeway

February 17, 2011

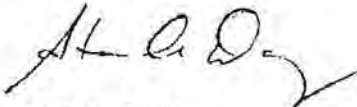
Page 2 of 2

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To clarify the project limits, and the request for utility location information, the Cajalco Road widening project will follow the existing alignment, but will likely deviate from the existing alignment in areas. Final alignment is not set at this time. We are requesting your facility maps for the full length of Cajalco Road, from Temescal Canyon Road to Interstate 215, to include you facilities within 500 feet (north and south) of the existing centerline of Cajalco Road.

If you have any questions or need additional information, please call our consultant project manager, Edward Ng, P.E. with AECOM at (909) 895-0520, ext 401, or you may contact me at (951) 955-6856.

Sincerely,



Stan A. Dery  
Technical Engineering Unit Supervisor

Enc: Thomas Brothers Maps pages 774-777 of Riverside County

cc: Edward Ng, AECOM  
Scott Staley, P.E.  
Herminio Garcia

## Katie Burnside

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To: Cheryl Donahue  
Subject: RE: Notice of Preparation (NOP) comments on Cajalco Road widening 10.21.11

-----Original Message-----

From: george hagué [mailto:gbhague@gmail.com]  
Sent: Friday, October 21, 2011 10:19 PM  
To: Staley, Scott; Zambon, Mary  
Cc: Perez, Juan; afischer@rb8.swrcb.ca.gov; Plenys.Thomas@epa.gov; JBrandt@dfg.ca.gov; knicol@dfg.ca.gov; jim\_Bartel@fws.gov; karin\_cleary-rose@fws.gov  
Subject: Notice of Preparation (NOP) comments on Cajalco Road widening 10.21.11

Good morning Ms. Zambon and Mr Staley,

The below are some more comments on the Cajalco Road widening NOP by the Sierra Club.

The below attachment was written on Traffic and Transportation/Pedestrian and Bicycle Facilities for the Mid County Parkway (MCP). The Cajalco Road widening replaces 16 miles of the MCP and has many of the same impacts/problems. With the other 16 miles of the MCP also in the review process, the Caljaco widening DEIR needs to address the cumulative, growth inducing direct and indirect impacts of the entire 32 miles (Cajalco ultimate widening and ultimate improvements as well as the MCP between the city of San Jacinto & the I-215) The Draft EIR for the Cajalco widening needs to answer and address the concerns/issues raised in the below attachment in order to have a chance at being an adequate document.

The DEIR must show where as well as how the Calajco Road and the Mid County Parkway will meet to make for a continuous road. How will the 1-215 and the Ramona Expressway work with these other two roadways. Your analysis of all impacts must be done with the maximum traffic expected by these four roads mentioned above along with those which feed into them. The Irvine-Corona Expressway (ICE) needs to be factored into this DEIR's analysis, because it is in our present Riverside County General Plan and it is a logical extension to this expansion-for some. Does this DEIR deal with any roadway on the west side of the I-15 and if so, why? How will the I-15 handle the ultimate widening/improvements of Cajalco Road? This DEIR needs to compare the present traffic on the I-15 with what will happen between the Cajalco road connection and the 91 Freeway.

How will this project accommodate mass transit and public transportation? Will this be something that is build into the first phases of the project or must we wait many years? How will bicycle lanes be provided and again will they be provided in the first phases? Which roads will be down graded? Are there any near Lake Mathews which will have fewer lanes and when? What changes to roads, that are/will connected to Cajalco, are being proposed for the General Plan Update which are different than the current Riverside County General Plan? The area in which this widening would take place is mainly rural, but it appears the only way pedestrian will be accommodated is by future development. This will mean much higher density. Is your traffic analysis based on current land zoning or what always happens to rural zoning when roadways like this are built? This rural area has a significant number of horse riders. How will a horse trail next to a six lane road be viable? Will the horses be able to handle all the noise, lights, vibration and pollution of this goods movement corridor? How can you prove they will? What is your alternative to have a trail for horses near Cajalco Road? Will there be any staging areas provided for horses? How will these proposed trails impact biological resources? The DEIR needs to show the best places for trails to help the area remain rural.

Their needs to be viable over and under crossings for both the largest of predators and the smallest of prey. Since most experts believe you cannot have human activity near or intersecting these animal crossings, how can you have trails for humans/horses next to this planned expansion? The DEIR needs to show the design of these animal crossings as well as each location for the different designs along the entire Cajalco Road. These same diagrams need to include where the trail system for humans would be located. The document needs to fully analyze the impacts of k-rails, medians and fencing on the animal populations in the area as well as those who just occasionally move through. The DEIR needs to have clear representations of where these k-rails, medians and fences will be located at different phases of the project along the entire length of Cajalco Road. How will you mitigate for the "dead zones" caused by the expansion of Cajalco Road? These are places in which animals try to avoid because of the noise, pollution, vibration and lights. Some may call these indirect impacts, but the Sierra Club calls them direct impacts caused by the road. How far will these dead zones reach beyond the Cajalco Road expansion right-away and also pavement? Will animals nest and repopulate in these zones? The DEIR needs to show where you will accommodate staging areas for both construction equipment, supplies, temporary buildings and building materials. The DEIR needs to show what biological impacts will happen because of these staging area. How will you eliminate light pollution from both overhead lights and traffic? The document needs to explain how this will cause never ending predation of different species such as the Stephens Kangaroo Rat. How will the project make up for the increase of predation of this endangered animal by the decades of increased light pollution? Please look into International Dark Sky Standards and try to apply many of their ideas. How and where will you supply viable lands which mitigate for the loss of habitat? Will it be nearby or many miles away? How will the DEIR be able to show replacement habitat and for which species? Will it be the same quality or better habitat and will it be at least a two for one mitigation. The Sierra Club believes it should be closer to five to one mitigation. What happens if MWD doesn't open their HCP? The Sierra Club expects to be notified when they do open their HCP.

Thank you,

George Hague  
Sierra Club  
Moreno Valley Group  
Conservation Chair  
26711 Ironwood Ave  
Moreno Valley, CA 92555

## Katie Burnside

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**To:** Cheryl Donahue  
**Subject:** RE: NOP Comments for the Cajalco Road widening project 10.21.11

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**From:** george hague [<mailto:gbhague@gmail.com>]  
**Sent:** Friday, October 21, 2011 10:55 PM  
**To:** Staley, Scott; Zambon, Mary  
**Cc:** Perez, Juan; [jim.Bartel@fws.gov](mailto:jim.Bartel@fws.gov); [Plenys.Thomas@epa.gov](mailto:Plenys.Thomas@epa.gov); [JBrandt@dfg.ca.gov](mailto:JBrandt@dfg.ca.gov); [knicol@dfg.ca.gov](mailto:knicol@dfg.ca.gov); [afischer@rb8.swrcb.ca.gov](mailto:afischer@rb8.swrcb.ca.gov); [karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)  
**Subject:** NOP Comments for the Cajalco Road widening project 10.21.11

Good morning Ms Zambon and Mr Staley,

The below comments were written for the Mid County Parkway (MCP) and the Sierra Club shares them with the hope the Cajalco Road expansion will avoid some of the problems/concerns pointed out in the document. As mentioned in my previous emails there is a close correlation between the widening of Cajalco Road and the MCP. Please add these to the Sierra Club NOP comments for the expansion of Cajalco Road. Please confirm you have received these as well as my other comments sent today (10.21.11) and they will be included with other NOP comments.

Thank you,

George Hague  
Sierra Club  
Moreno Valley Group  
Conservation Chair

Part one



## Katie Burnside

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**To:** Cheryl Donahue  
**Subject:** RE: 10.21.11 = NOP comments on the Cajalco Road widening

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**From:** george hague [<mailto:gbhague@gmail.com>]  
**Sent:** Friday, October 21, 2011 7:32 PM  
**To:** Staley, Scott; Zambon, Mary  
**Cc:** Perez, Juan; [jbartel@fws.gov](mailto:jbartel@fws.gov); [knicol@dfg.ca.gov](mailto:knicol@dfg.ca.gov); [Plenys.Thomas@epa.gov](mailto:Plenys.Thomas@epa.gov); [afischer@rb8.swrcb.ca.gov](mailto:afischer@rb8.swrcb.ca.gov)  
**Subject:** 10.21.11 = NOP comments on the Cajalco Road widening

Good morning Ms. Zambon and Mr Staley,

The below are some additional comments on the Cajalco Road widening NOP by the Sierra Club.

The below attachment was written on air quality for the Mid County Parkway (MCP). The Cajalco Road widening replaces 16 miles of the MCP and has many of the same air quality impacts. With the other 16 miles of the MCP also in the review process, the Caljaco widening DEIR needs to address the cumulative, growth inducing direct and indirect impacts of the entire 32 miles (Cajalco ultimate widening and ultimate improvements as well as the MCP between the city of San Jacinto & the I-215). The Draft EIR for the Cajalco widening needs to answer and address the concerns raised in the below attachment in order to have a chance at being an adequate document. The DEIR needs to fully explain how will the air quality degradation caused by this widening impact the plant and animal life--especially but not limited those that are threatened/endangered--or it will be inadequate. How will the widening of Cajalco Road impact the health of people. Please pay close attention to the young and elderly when answering this question. Please keep me informed of all documents and meetings related to this project.

Thank you,

George Hague  
Sierra Club  
Moreno Valley Group  
Conservation Chair  
26711 Ironwood Ave  
Moreno Valley, CA 92555

**CENTER FOR BIOLOGICAL DIVERSITY  
SAN BERNARDINO AUDUBON SOCIETY  
SIERRA CLUB  
CALIFORNIA NATIVE PLANT SOCIETY- RIVERSIDE-SAN BERNARDINO  
CHAPTER  
FRIENDS OF RIVERSIDE'S HILLS  
INLAND EMPIRE WATERKEEPER  
*via electronic mail and FedEx***

10/20/2011

**Mary Zambon**  
Environmental Lead  
3525 14th St  
Riverside, CA 92501  
[mzambon@rctlma.org](mailto:mzambon@rctlma.org)

**Scott Staley**  
Project Manager  
3525 14th St.  
Riverside, CA 92501  
[cstaley@rctlma.org](mailto:cstaley@rctlma.org)

**RE: Comments on the Notice of Preparation ("NOP") of Riverside County to prepare an Environmental Impact Report (EIR) under CEQA and California Department of Transportation (CalTrans) under NEPA for proposed improvements to Cajalco Road.**

Dear Ms. Zambon and Mr. Staley,

Please accept these comments on behalf of the Center for Biological Diversity, San Bernardino Valley Audubon Society, Sierra Club, California Native Plant Society – Riverside/San Bernardino Chapter, Friends of Riverside's Hills and Inland Empire Waterkeeper (conservation organizations) regarding the proposal to expand Cajalco Road, in Riverside County, California through an existing mitigation site for numerous rare and endangered species and to prepare environmental review documents in compliance with the National Environmental Policy Act of 1969 (NEPA), as amended, the California Environmental Quality Act (CEQA) and both the state and federal Endangered Species Acts (CESA and ESA respectively), on the impacts of the project.

The Center is a non-profit environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. These scoping comments are submitted on behalf of the Center's 320,000 staff, members and online activists throughout California and the western United States many of whom live in southern California and enjoy visiting, studying, photographing and hiking in the California Desert Conservation Area, including the areas on and around the project site.

The San Bernardino Valley Audubon Society ("SBVAS") is a non-profit 501(c)(3) corporation and a local chapter of the National Audubon Society. In spite of its name, the chapter covers almost all of San Bernardino and Riverside counties. SBVAS has about 2000 members,

with over a thousand of those living in Riverside County. SBVAS is an educational and public interest environmental organization. Its mission is to help educate the public as to the importance of the natural environment, and to preserve habitat for birds and other wildlife. SBVAS and its members, while primarily interested in birds, are acutely aware that birds flourish only when an entire ecosystem is healthy and viable.

The Sierra Club is dedicated to explore, enjoy and protect the planet. With more than 600,000 members which include many dedicated volunteers and staff we work to protect the environment. The Moreno Valley Group is part of the San Geronimo Chapter of the Sierra Club whose 5,500 members are throughout Riverside and San Bernardino Counties. Many of the Group's and Chapter's members explore and enjoy western Riverside County which includes the areas that could be impacted by this project

The California Native Plant Society (CNPS) is a 501(c)3 organization active promoting public education about native plants and the use of sound plant science in advocating for conservation of natural areas throughout the State of California. CNPS is composed of nearly 10,000 members and our local Riverside-San Bernardino Chapter is one of 33 regional chapters. CNPS chapters work to conserve rare plants, rare plant communities, whole ecosystems, and the habitats upon which they depend through research, education, and advocacy.

Friends of Riverside's Hills (FRH) is a 501(c)3 non-profit group dedicated to maintaining and enhancing the quality of life of the residents of the City of Riverside and surrounding areas by maximizing the preservation of the regions scenic hills, ridgelines, arroyos, and wildlife areas, and by promoting the establishment of a network of linked natural open space areas for use as wildlife corridors and recreational trails.

Inland Empire Waterkeeper (IEWK) is a grassroots, non-profit water quality organization whose mission is to protect and enhance the water quality of the Upper Santa Ana River Watershed through programs of advocacy, education, research, restoration and enforcement of the Clean Water Act. IEWK works to protect the health of our surrounding watershed in the Inland Empire communities of Riverside and San Bernardino Counties for the benefit of both people and wildlife alike.

For the proposed project, the County of Riverside (County) in conjunction with CalTrans is proposing to widen Cajalco Road from two to four lanes between Harvill Avenue to the east and Temescal Canyon Road to the west, and from four to six lanes between the Interstate 215 (I-215) southbound ramps and Harvill Avenue. The proposed project is proposed to provide an improved connection between Interstate 15 (I-15) and I-215, improve east-west mobility and improve safety along the corridor. Other proposed improvements include traffic signals, bus turnouts, additional turn lanes, and watercourse crossing and drainage improvements.

Because of the biological sensitivity of the area that the Cajalco Road runs through, a number of other resources are of concern to us and need to be addressed in detail as follow below:



## Biological Resources

A majority of this site falls within the Lake Matthews Reserve, established as mitigation for impacts associated with the development of Lake Matthews by the Metropolitan Water District (MWD) and includes additional lands owned or managed by the Riverside County Habitat Conservation Authority, California Department of Fish and Game and the Bureau of Land Management. It is the largest undeveloped expanse of habitat in western Riverside County and features a large reservoir (Lake Mathews) surrounded by annual grassland and the very rare Riversidean Coastal Sage plant community that is home to numerous rare and endangered species. This area is designated as an Important Bird Area<sup>1</sup>, a reserve area for the federally and state listed endangered Stephen's kangaroo rat as established under the Stephen's Kangaroo Rat Habitat Conservation Plan<sup>2</sup>, a reserve established under the Lake Matthews Habitat Conservation Plan<sup>3</sup> and is a core reserve for the Western Riverside Multiple Species Habitat Conservation Plan<sup>4</sup>. Based on the numerous habitat conservation plans that rely on conservation of this established reserve area as a basis for "take" elsewhere and the IBA designation, impacts from the expansion of the Cajalco road must be carefully designed to avoid sensitive resources, minimize impacts and substantially mitigate any impacts. In light of the sensitive nature of the proposed project area, not only should an environmental impact report (EIR) be produced under CEQA, but also an environmental impact statement (EIS) not an EA should be produced under NEPA. Also the lead NEPA agency is unclear and should be clearly stated in the EIS.

As an initial matter, careful documentation of the current site resources is imperative in order to analyze how best to site the project to avoid and minimize impacts and then to mitigate any unavoidable impacts.

### ***Biological Surveys and Mapping***

The conservation organizations request that thorough, seasonal surveys be performed for sensitive plant species and vegetation communities, and animal species under the direction and supervision of the land management and resource agencies such as the US Fish and Wildlife Service and the California Department of Fish and Game. Full disclosure of survey methods and results to the public and other agencies without limitations imposed by the applicant must be implemented to assure full CEQA/NEPA/ESA compliance.

Confidentiality agreements should not be allowed for the surveys in support of the proposed project. Surveys for the plants and plant communities should follow California Native Plant Society (CNPS) and California Department of Fish and Game (CDFG) floristic survey guidelines<sup>5</sup> and should be documented as recommended by CNPS<sup>6</sup> and California Botanical

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<sup>1</sup> <http://iba.audubon.org/iba/viewSiteProfile.do?siteId=199&navSite=state>

<sup>2</sup> <http://www.skrplan.org/skr.html>

<sup>3</sup>

[http://ecos.fws.gov/conserv\\_plans/servlet/gov.doi.hcp.srvlets.PlanReport?plan\\_id=148&region=8&type=HCP&rtvpc=1](http://ecos.fws.gov/conserv_plans/servlet/gov.doi.hcp.srvlets.PlanReport?plan_id=148&region=8&type=HCP&rtvpc=1)

<sup>4</sup> <http://www.rcip.org/conservation.htm>

<sup>5</sup> <http://www.cnps.org/cnps/rareplants/inventory/guidelines.php> and

[http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols\\_for\\_Surveying\\_and\\_Evaluating\\_Impacts.pdf](http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols_for_Surveying_and_Evaluating_Impacts.pdf)



Society policy guidelines. A full floral inventory of all species encountered needs to be documented and included in the EIS. Surveys for animals should include an evaluation of the California Wildlife Habitat Relationship System's (CWHR) Habitat Classification Scheme. All rare species (plants or animals) need to be documented with a California Natural Diversity Data Base form and submitted to the California Department of Fish and Game using the CNDDDB Form<sup>7</sup> as per the State's instructions<sup>8</sup>.

The conservation organizations request that the vegetation maps be at a large enough scale to be useful for evaluating the impacts. Vegetation/wash habitat mapping should be at such a scale as to provide an accurate accounting of wash areas and adjacent habitat types that will be directly or indirectly affected by the proposed activities. A half-acre minimum mapping unit size is recommended, such as has been used for other development projects. Habitat classification should follow CNPS' Manual of California Vegetation (Sawyer et. al. 2009).

Adequate surveys covering all likely seasons in likely conditions must be implemented, not just a single season of surveys, in order to evaluate the existing on-site conditions. Due to unpredictable precipitation, organisms have evolved to survive in these harsh conditions and if surveys are performed at inappropriate times of year or in particularly dry years, many plants that are in fact on-site may not be apparent during surveys (ex. annual and herbaceous perennial plants).

### ***Impact Analysis***

The EIR/S must evaluate all direct, indirect, and cumulative impacts to sensitive habitats, including impacts associated with permitted and unpermitted recreational activities, the introduction of non-native plants, the introduction of lighting, noise, creation of potential barriers to wildlife connectivity and the loss and disruption of essential habitat due to edge effects.

A number of rare resources have high potential to occur on this site including:

Common Name	Scientific name	Federal/State Status
<b>Birds</b>		
Bald eagle	<i>Haliaeetus leucocephalus</i>	Delisted/SE/FP
Burrowing owl	<i>Athene cunicularia</i>	SSC
Coastal California gnatcatcher	<i>Poliophtila californica californica</i>	FT/SSC
Least Bell's vireo	<i>Vireo bellii pusillus</i>	FE/MB/SE/
Yellow-breasted chat	<i>Icteria virens</i>	MB/SSC
Southern California rufous-crowned sparrow	<i>Aimophila ruficeps canescens</i>	WL
Bell's sage sparrow	<i>Amphispiza belli belli</i>	WL
<b>Mammals</b>		
Yuma myotis	<i>Myotis yumanensis</i>	BLMS
Western mastiff bat	<i>Eumops perotis californicus</i>	SSC
pocketed free-tailed bat	<i>Nyctinomops femorosaccus</i>	SSC

<sup>6</sup> <http://www.cnps.org/cnps/archive/collecting.php>

<sup>7</sup> [http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/CNDDDB\\_FieldSurveyForm.pdf](http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/CNDDDB_FieldSurveyForm.pdf)

<sup>8</sup> [http://www.dfg.ca.gov/biogeodata/cnddb/submitting\\_data\\_to\\_cnddb.asp](http://www.dfg.ca.gov/biogeodata/cnddb/submitting_data_to_cnddb.asp)

San Diego black-tailed jackrabbit	<i>Lepus californicus bennettii</i>	SSC
Stephens' kangaroo rat	<i>Dipodomys stephensi</i>	FE/ST
Northwestern San Diego pocket mouse	<i>Chaetodipus fallax fallax</i>	SSC
Reptiles and Amphibians		
Coast horned lizard	<i>Phrynosoma blainvillii</i>	SSC
Orangethroat whiptail	<i>Aspidoscelis hyperythra</i>	SSC
Coastal whiptail	<i>Aspidoscelis tigris stejnegeri</i>	None
Rosy boa	<i>Charina trivirgata</i>	USFSS
Red-diamond rattlesnake	<i>Crotalus ruber</i>	SSC
Western spadefoot	<i>Spea hammondi</i>	SSC
Plants		
Smooth tarplant	<i>Centromadia pungens ssp. laevis</i>	1B.1
San Bernardino aster	<i>Symphyotrichum defoliatum</i>	1B.2
Palmer's grapplinghook	<i>Harpagonella palmeri</i>	4.2
Many-stemmed dudleya	<i>Dudleya multicaulis</i>	1B.2
Round-leaved filaree	<i>California macrophylla</i>	1B.1
Chaparral sand-verbena	<i>Abronia villosa var. aurita</i>	1B.1
Parry's spineflower	<i>Chorizanthe parryi var. parryi</i>	1B.1
	<i>Chorizanthe polygonoides var. longispina</i>	1B.2
Long-spined spineflower	<i>Allium munzii</i>	FE/ST
Munz's onion		
Rare Plant Communities		
Southern Riparian Forest		Tracked by State
Southern Coast Live Oak Riparian Forest		Tracked by State
Southern Cottonwood Willow Riparian Forest		Tracked by State
Southern Willow Scrub		Tracked by State
Scalebroom Scrub		Tracked by State
Southern Sycamore Alder Riparian Woodland		Tracked by State
<b>Federal Designation</b>		
FE Federally listed as endangered.		
FT Federally listed as threatened.		
MB Migratory Bird Treaty Act of 1918. Protects native birds, eggs, and their nests.		
BCC U.S. Fish and Wildlife Service Bird of Conservation Concern.		
BLMS – BLM sensitive		
USFSS – USFS sensitive		
<b>State Designation</b>		
SE State listed as endangered.		
ST State listed as threatened. Species that although not presently threatened in California with extinction are likely to become endangered in the foreseeable future.		
FP – State fully protected species – no take.		
SSC California Department of Fish and Game "Species of Special Concern." Species with declining populations in California.		
WL – watch list		
For plants:		
1B.1 Plant rare, threatened or endangered in California and elsewhere, and very threatened.		
1B.2 Plant rare, threatened or endangered in California and elsewhere, and fairly threatened in CA		
4.2 Plants of a limited distribution, and fairly threatened in CA.		



All of these species and plant communities have been identified as occurring in the general vicinity of the project site.<sup>9</sup> Therefore, the EIR/S must adequately address the impacts and propose effective ways to avoid, minimize, and mitigate the impacts to these resources through alternatives including alternative siting and alternative off-site configurations.

The diversity of rare species found across the landscape near the Cajalco site is impressive and indicates that the proposed project site is part of a larger ecologically intact and functioning unit<sup>10</sup>. The County, CalTrans and the federal lead agency must clearly address proposals for avoiding, minimizing and mitigating the impacts to all of the rare species that utilize the sites for part or all of their lifecycle.

Because the proposed project will likely impact lands that were acquired and set aside for conservation in perpetuity, any impacts from the proposed project must be mitigated at a substantially higher mitigation level than habitat occupied by federally threatened and endangered species. State agencies have recently required that mitigation habitat originally required to offset development impacts and then subsequently proposed for development, as is the case with this project, be mitigated at a ratio much higher than 5:1.<sup>11</sup> Acquisition of lands that will be managed in perpetuity for conservation must be included as part of the strategy to avoid, minimize and mitigate impacts to the other species found on site as well. Acquisition is particularly important for these species because the proposed project has little compatibility with any type of on-site conservation of plant communities or wildlife.

For the rare plants, avoidance is preferable because of the general lack of success in transplanting rare plants<sup>12</sup>. If transplantation is to be a part of the mitigation strategy, a detailed final plan must be included as part of the EIR/S on the methodology for determination of appropriate conservation area where plants may be transplanted, when/how plant are to be transplanted and identification of success criteria for transplantation. Monitoring of the transplanted plants needs to occur for a time period that is realistic to evaluate long-term success of the plants.

### ***Locally Rare Species***

The conservation organizations request that the EIR/S also evaluate the impact of the proposed project on locally rare species (not merely federal- and state-listed threatened and endangered species). The preservation of regional and local scales of genetic diversity is very important to maintaining species in perpetuity especially in light of global climate change. Therefore, we request that all species found at the edge of their ranges or that occur as disjunct locations be evaluated for impacts by the proposed permitted activities.

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<sup>9</sup> CNDDDB 2010 <http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp>

<sup>10</sup> CNDDDB 2010 <http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp>

<sup>11</sup> <http://www.energy.ca.gov/sitingcases/calicosolar/index.html>

<sup>12</sup> Fiedler 1991

## ***Western Riverside MSHCP***

Analysis of the Cajalco Road widening must discuss how the project satisfies the criteria defined in sec. 7.2.3 of the Western Riverside MSHCP documentation (MSHCP). These criteria include a well-defined equivalency analysis that includes 7 distinct categories, and if the widening of Cajalco Road to a four-lane divided roadway is “determined not to be biologically equivalent or superior by Wildlife Agencies in the review and concurrence process, the project will be considered to be Major Amendment” to the Western Riverside MSHCP. The MSHCP (sec. 7.2.3) outlines a number of specific design considerations that “shall be incorporated into the project”. For example, to facilitate wildlife movement the project shall include bridges or undercrossings that will be numerous in some areas. Section 7.2.3 also points out that it is not only direct impacts to reserve lands that need to be mitigated with the acquisition and conservation of additional lands, but that impacts related to increased fragmentation are to be mitigated in this same way.

### **Alternatives**

The EIS must include a robust analysis of alternatives, including alternative routes, alternatives for existing roads to increase capacity in areas that are not biologically sensitive and mass transit alternatives which would have the multiple-fold benefits of alleviating traffic congestion, increasing public safety, preserving existing conservation investments and decreasing green house gas emissions among other issues. The stated objectives of the project must not unreasonably constrain the range of feasible alternatives evaluated in the EIR/S. The County/CalTrans and the federal lead agency must establish an independent set of objectives that do not unreasonably limit the EIR/S’s analysis of feasible alternatives including alternative sites. At a minimum alternatives including the no-action alternative, an environmentally preferred alternative and a mass-transit alternative. No alternatives should include alignments south of the existing Cajalco Road within the boundaries of the existing reserves that were put in place as mitigation for developments and are essential to the success of the WRMSHCP.

The EIR/S should include a clear study of the alternatives raised in section 7.2.3 of the MSHCP. First, there should be a clear analysis of the proposition that “it is not feasible to build the CETAP Corridor in the alignment north of Lake Mathews” since widening Cajalco Road to a four lane divided roadway is considered under the MSHCP only if this northern alternative is infeasible (Sec 7.2.3 MSHCP). Second, there needs to be a thorough examination of the requirement that Cajalco Road be realigned beginning at “Gavilan Road and proceeding westerly for roughly 3.4 miles” as defined in sec 7.2.3 (MSHCP). Third, any other route considered as an alternative to widening Cajalco Road must satisfy the equivalency analysis (in relation to the original approved alignment north of Lake Mathews) as defined in sec 7.2.3 MSHCP, otherwise the project will be considered as a Major Amendment to the Western Riverside MSHCP.

### **Other Issues**

The construction and operation of the proposed road expansion will likely increase greenhouse gas emissions and those emissions should be quantified and off-set. This would



include the construction and operation of the expanded roadway. Similarly, such activities will also impact air and water quality and local traffic in the area and these impacts should be disclosed, minimized and mitigated as well. For mobile sources, since consistency with the AQMP will not necessarily achieve the maximum feasible reduction in mobile source greenhouse emissions, the EIR/S should evaluate specific mitigation measures to reduce greenhouse emissions from mobile sources.

### ***Fire Impacts***

Because any industrial project increases the potential for human-caused fire to occur on site, fire prevention including best management practices must be addressed and clearly identified in the EIR/S - not only on-site protection of resources, but also preventing fire from moving into the adjacent lands. Frequent fire is incredibly detrimental to these arid ecosystems, resulting in degradation of the habitat and, if frequently reburned, resulting in conversion to non-native vegetation<sup>13</sup>.

### ***Non-Native Plants***

The EIS must identify and evaluate impacts to species and ecosystems from invasive exotic species. Many of these species invade disturbed areas, and then spread into wildlands. Fragmentation of intact, ecologically functioning communities further aides the spread and degradation of plant communities. These factors for wildland weed invasions are present in the project, and their effect must be evaluated in the EIR/S. Additionally, landscaping with exotic species is often the vector for introducing invasive exotics into adjacent habitats. Invasive landscape species displace native vegetation, degrade functioning ecosystems, provide little or no habitat for native animals, and increase fire danger and often carrying capacity. Therefore any landscaping efforts should focus on native plant species.

### ***Wildlife Movement***

Because the project site is located within an identified core reserve area for the West Riverside MSHCP and also bisects the connectivity corridor for Lake Matthews identified by the CalTrans sponsored California Essential Habitat Connectivity project<sup>14</sup>, a thorough and independent evaluation of the project's impacts on wildlife movement is essential. The EIR/S must evaluate all direct, indirect, and cumulative impacts to wildlife movement corridors. The analysis should cover movement of large mammals, as well as other taxonomic groups, including small mammals, birds, reptiles, amphibians, invertebrates, and vegetation communities. The EIR/S should first evaluate habitat suitability within the analysis window for multiple species, including all listed and sensitive species. The habitat suitability maps generated for each species should then be used to evaluate the size of suitable habitat patches in relation to the species average territory size to determine the appropriate size and location of linkages and that they provide both live-in and move-through habitat. The analyses should also evaluate if suitable habitat patches are within the dispersal distance of each species. The EIR/S should address both

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<sup>13</sup> Westman & O'Leary 1986

<sup>14</sup> <http://bios.dfg.ca.gov/>

individual and intergenerational movement (i.e., will the linkages support metapopulations of smaller, less vagile species). The EIR/S should identify which species would potentially utilize the wildlife movement corridors under baseline conditions and after build out, and for which species they would not. In addition, the EIR/S should consider how wildlife movement will be affected by other planned approved, planned, and proposed development in the region as part of the cumulative impacts.

The EIR/S should analyze any proposed on-site wildlife movement corridors to determine if they are wide enough to minimize edge effects and allow natural processes of disturbance and subsequent recruitment to function. The EIS should also evaluate whether the proposed wildlife movement corridors would provide key resources for species, such as host plants, pollinators, or other elements. For example, many species commonly found in washes depend on upland habitats during some portion of their cycle. Therefore, in areas with intermittent or perennial streams, upland habitat protection is needed for these species. Upland habitat protection is also necessary to prevent the degradation of aquatic habitat quality.

#### ***Compensatory Mitigation of Wetlands, Non-Wetland Waters, and Riparian Habitat***

The EIR/S should analyze and provide evidence that impacted wetlands, non-wetland waters, and riparian habitats can actually be mitigated within the same region. The hydrology of the region is complex and there are issues with holding back the release of effluent into some of the stream systems that have been recently utilized for compensatory mitigation. Address possible shortages in availability of areas with the appropriate hydrology to receive compensatory mitigation. Address alternatives in construction and engineering that could lead to higher levels of avoidance.

The EIR/S should analyze how many current and planned (approved) mitigation projects, by type of mitigation, could be affected by the different project alternatives and provide appropriate mitigation ratios that would be needed for their compensatory mitigation. The analysis should provide an analysis of how such mitigation could actually be achieved.

#### **Cumulative Impacts**

Because of the number of currently permitted and proposed projects in this project's vicinity and the western Riverside region, a thorough analysis of the cumulative impacts from all of these projects on the resources needs to be included. Because the project site is within an existing reserve for the Stephens' kangaroo rat, and other reserves are being proposed for reductions, projects located in this area have the potential to cumulatively significantly impact the existing biological resources and ecological processes that currently exist within the reserve.

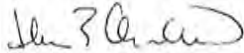
#### **Conclusion**

This proposed expansion of Cajalco Road is very problematic from the biological conservation perspective because it further compromises and degrades existing conservation investments in the Lake Matthews and Temescal Canyon area. The County/CalTrans and the




federal lead agency will need to carefully survey the proposed project area, and mindfully lay out a proposed project that does the least harm as the preferred alternative, while providing significant mitigation for impacted species, habitats and wildlife connectivity. Thank you for your consideration of these comments. Please add us to the distribution list for the EIR/S and all notices associated with this project.

Sincerely,



Ilene Anderson  
Biologist/Public Lands Desert Director  
Center for Biological Diversity  
8033 Sunset Blvd., #447  
Los Angeles, CA 90046



Arlee Montalvo  
Conservation Chair  
Riverside-San Bernardino Chapter  
California Native Plant Society  
4477 Picacho Drive  
Riverside, CA 92507



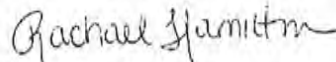
Drew Feldman  
Conservation Chair  
San Bernardino Valley Audubon Society  
PO Box 10973  
San Bernardino, CA 92423-0973



Len Nunney, Secretary  
Friends of Riverside's Hills  
4477 Picacho Dr  
Riverside, CA 92507

/s/

George Hague  
Conservation Chair  
Moreno Valley Group  
Sierra Club  
26711 Ironwood Ave  
Moreno Valley, CA 92555



Rachael Hamilton  
Programs Director  
Inland Empire Waterkeeper  
6876 Indiana Avenue, Suite D  
Riverside, CA 92506

cc via email

Jim Bartel, USFWS, [jbartel@fws.gov](mailto:jbartel@fws.gov)  
Kimberly Nicol, CDFG [KNicol@dfg.ca.gov](mailto:KNicol@dfg.ca.gov)  
Tom Plenys, EPA, [Plenys.Thomas@epa.gov](mailto:Plenys.Thomas@epa.gov)  
Adam Fischer, RWCB, [afischer@rb8.swrcb.ca.gov](mailto:afischer@rb8.swrcb.ca.gov)

## References

Fiedler, P. L. 1991. Final Report – Mitigation-related transplantation, relocation and reintroduction projects involving endangered and threatened, and rare plant species in California. Submitted to Ann Howald, California Department of Fish and Game, Endangered Plant Program, June 14, 1991. Funded by California Endangered Species Tax Check-Off Fund Contract No. FG-8611. Pgs. 144.

Sawyer, J., T. Keeler-Wolf and J. Evens 2009. A Manual of California Vegetation, Second Edition. California Native Plant Society. Pgs. 500+

Westman, W.E. and J.F. O'Leary. 1986. Measures of Resilience: The Response of Coastal Sage Scrub to Fire. *Vegetatio* 65(3): 179-189.



## **H.2.2      NOI Scoping – 2012**

#### **H.2.2.1 Notice of Intent**

in the **FOR FURTHER INFORMATION CONTACT** section no later than October 12, 2011. Please provide the following information: Full legal name, country of citizenship, and name of your industry association, or applicable affiliation. If you are attending as a public citizen, please indicate so.

The FAA will arrange for teleconference service for individuals wishing to join in by teleconference if we receive notice by October 12, 2011. For persons participating by telephone, please contact Ralen Gao by email or phone for the teleconference call-in number and passcode. Anyone calling from outside the Arlington, VA, metropolitan area will be responsible for paying long-distance charges.

The public must make arrangements by October 12, 2011, to present oral statements at the meeting. Written statements may be presented to the ARAC at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the documents to be presented to ARAC may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC on September 20, 2011.

**Julie Ann Lynch,**

*Acting Director, Office of Rulemaking.*

[FR Doc. 2012-23709 Filed 9-25-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Riverside County, CA; Notice of Intent

**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 an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Riverside County, California. Caltrans will be responsible for production of the EIS in accordance with assignment of National Environmental Policy Act

(NEPA) responsibilities from DOT to Caltrans pursuant to Section 6005 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Pub. L. 109-59).

**DATES:** Comments regarding the proposed action should be provided to Caltrans at the address listed below by no later than October 28, 2012.

#### **FOR FURTHER INFORMATION CONTACT:**

Aaron Burton, Senior Environmental Planner, Environmental Studies "B," California Department of Transportation, Division of Environmental Planning, 464 West 4th Street, 6th Floor, MS 829, San Bernardino, California 92401-1400; or call (909) 383-2841.

**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 assignee for NEPA compliance, will prepare an EIS on a proposal for a roadway widening project in Riverside County, California. The proposed project would widen Cajalco Road from two to four lanes between Harvill Avenue at the east end and Temescal Canyon Road at the west end, from four to five lanes between Temescal Wash and Temescal Canyon Road, and from four to six lanes between Interstate 215 (I-215) southbound ramps and Harvill Avenue. The purpose of the proposed project is to: (1) To improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy 1.5; (2) provide improved interregional travel by improving east-west mobility in Riverside County; and (3) to improve roadway alignment and intersection design to enhance safety along Cajalco Road. Alternatives under consideration include: (1) Widening existing Cajalco Road with minor alignment changes between I-215 and Temescal Canyon Road; (2) widening existing Cajalco Road between I-215 and Hollis Lane and between east of Eagle Canyon Road and Temescal Canyon Road, along with constructing a new segment of Cajalco Road between Hollis Lane and east of Eagle Canyon Road; and (3) taking no action. The project covers a length of approximately 16 miles. Anticipated federal approvals for the project include Air Quality Conformity, Section 7, Endangered Species Act, consultation for threatened and endangered species, and a Section 404, Clean Water Act individual permit.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, Participating Agencies, Tribal governments (as determined by the Native American Heritage Commission consultation), and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. The environmental review process is anticipated to be started in late 2012. Public scoping meetings will be held to discuss the alternatives and the potential impacts of the proposed project. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The 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 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: September 17, 2012.

**Rebecca Bennett,**

*Director, Local Programs, Federal Highway Administration, Sacramento, California.*

[FR Doc. 2012-23679 Filed 9-25-12; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2012-0048]

#### Agency Information Collection Activities; Extension of Currently-Approved Information Collection Request: Annual and Quarterly Report of Class I Motor Carriers of Passengers

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its

#### **H.2.2.2 2012 Scoping Meetings**





# AGENCY SCOPING MEETING

## Cajalco Road Widening Project Environmental Impact Statement



<b>WHAT'S BEING PLANNED</b>	<p>The California Department of Transportation (CALTRANS), in cooperation with the County of Riverside (County), proposes to widen Cajalco Road from two to four lanes between Harvill Avenue at the east end and Temescal Canyon Road at the west end, from four to five lanes between Temescal Wash and Temescal Canyon Road, and from four to six lanes between the Interstate 215 (I-215) southbound ramps and Harvill Avenue. The purpose of the proposed project is to: 1) improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy 1.5; 2) provide improved interregional travel by improving east-west mobility in Riverside County; and 3) improve roadway alignment and intersection design to enhance safety along Cajalco Road. A preferred alternative has not been selected at this point. Two build alternatives and a No-Build Alternative are being considered and will be evaluated in an environmental impact statement (EIS). Build Alternative 1 would widen existing Cajalco Road with minor alignment changes between I-215 and Temescal Canyon Road. Build Alternative 2 would widen existing Cajalco Road between I-215 and Hollis Lane and between east of Eagle Canyon Road and Temescal Canyon Road, would construct a new segment of Cajalco Road between Hollis Lane and east of Eagle Canyon Road, and would include a southerly extension of La Sierra Avenue.</p>
<b>WHY THIS AD?</b>	<p>To notify you that an AGENCY SCOPING MEETING is being held and to give you the opportunity to provide input on the purpose and need for the project, the alternatives being considered, and issues to be addressed in the EIS, which will evaluate the effects this project may have on the environment.</p>
<b>WHEN AND WHERE</b>	<p>The date, time, and location for the agency scoping meeting is shown below.</p> <p><b>Date:</b> <b>Wednesday , October 24, 2012</b></p> <p><b>Location:</b> <b>Lake Mathews Fire Station No. 4</b> <b>16453 El Sobrante Road</b> <b>Riverside, California</b></p> <p><b>Time:</b> <b>1:00 p.m. to 3:00 p.m.</b></p> <p>Individuals who require special accommodation (American Sign Language interpreters, language interpreters, accessible seating, documentation in alternative formats, etc) should contact CALTRANS District 8 Office of Public Affairs at (909) 383-4631 prior to the meetings. TDD users may contact the California Relay Service TDD line at 711 and ask to be connected to (866) 383-4631.</p>
<b>WHERE YOU COME IN</b>	<p>CALTRANS would like your input on the project purpose and need, project alternatives, and issues to be addressed in the EIS. Please submit your comments in writing no later than November 12, 2012 to Aaron Burton, Senior Environmental Planner, Environmental Studies "B," California Department of Transportation, Division of Environmental Planning, 464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS 829, San Bernardino, California 92401-1400; or submit comments via email to Aaron_Burton@dot.ca.gov. Please use "Cajalco Road Widening Project" in the subject line of the email. Additional information regarding the project can be found at <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>.</p>
<b>CONTACT</b>	<p>For more information about this study or any transportation matter, contact CALTRANS at (866) 383-4631 or by email at <a href="http://www.dot.ca.gov/dist8/contact/phone-email.htm">http://www.dot.ca.gov/dist8/contact/phone-email.htm</a>.</p>



# CAJALCO ROAD WIDENING PROJECT

## Agency Scoping Meeting

Lake Mathews Fire Station #4 - Community Room, Lake Mathews

Wednesday, October 24, 2012 – 1:00 – 3:00 pm



NAME	ORGANIZATION/AFFILIATION	ADDRESS	E-MAIL ADDRESS /TELEPHONE NUMBER
SEAN MOTLAGH	CITY OF SAN JACINTO & PERRIS	166 E MAIN ST SAN JACINTO CA	Sean@trilakeconsultants.com (951) 654-3592
Ryan Ross	Riverside County Waste Management Dept.	14310 Frederick St. Moreno Valley, CA 92553	rmross@co.riverside.ca.us 951-486-3280
Sonia Huff	Western MWD	14205 Mendham Pkwy Riverside CA 92518	shuff@wmwd.com 951-571-7232
Dan Fairbanks	March JPA	23555 Meyer Drive Riverside, CA 92518	
David Escalera	W. M. W. D	CAJALCO RD.	(951) 789-5117 descalera@wmwd.com



# CAJALCO ROAD WIDENING PROJECT

## Public Scoping Meeting

Lake Mathews Elementary School, Riverside  
Wednesday, October 24, 2012 – 6:00 – 8:00 pm



**Peter Templeton**  
PRINCIPAL

949 | 724.0640 | phone  
949 | 933.6796 | cell

ptempleton@templetonplanning.com  
www.templetonplanning.com

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J. MICHAEL LANNI  
PRESIDENT



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President  
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**SAN JACINTO**

**Mark Bartel**  
Council Member

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951 / 654-3728 Fax  
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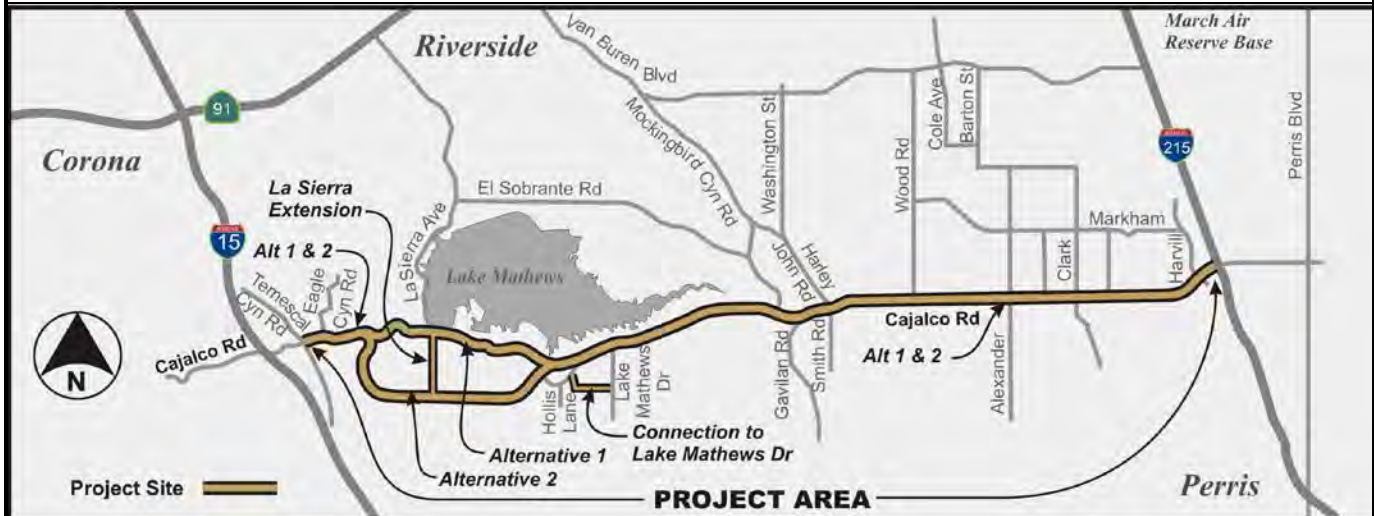
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# SCOPING MEETING

## Cajalco Road Widening Project

### Environmental Impact Statement



<b>WHAT'S BEING PLANNED</b>	The California Department of Transportation (CALTRANS), in cooperation with the County of Riverside (County), proposes to widen Cajalco Road from two to four lanes between Harvill Avenue at the east end and Temescal Canyon Road at the west end, from four to five lanes between Temescal Wash and Temescal Canyon Road, and from four to six lanes between the Interstate 215 (I-215) southbound ramps and Harvill Avenue. The purpose of the proposed project is to: 1) improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy 1.5; 2) provide improved interregional travel by improving east-west mobility in Riverside County; and 3) improve roadway alignment and intersection design to enhance safety along Cajalco Road. A preferred alternative has not been selected at this point. Two build alternatives and a No-Build Alternative are being considered and will be evaluated in an environmental impact statement (EIS). Build Alternative 1 would widen existing Cajalco Road with minor alignment changes between I-215 and Temescal Canyon Road. Build Alternative 2 would widen existing Cajalco Road between I-215 and Hollis Lane and between east of Eagle Canyon Road and Temescal Canyon Road, would construct a new segment of Cajalco Road between Hollis Lane and east of Eagle Canyon Road, and would include a southerly extension of La Sierra Avenue.							
<b>WHY THIS AD?</b>	To notify you that SCOPING MEETINGS are being held and to give you the opportunity to provide input on the purpose and need for the project, the alternatives being considered, and issues to be addressed in the EIS, which will evaluate the effects this project may have on the environment.							
<b>WHEN AND WHERE</b>	<p>Two SCOPING MEETINGS are being held. The date, time, and location for each are shown below.</p> <table><tr><td><b>Date:</b> Wednesday, October 24, 2012</td><td><b>Date:</b> Thursday, October 25, 2012</td></tr><tr><td><b>Location:</b> Lake Mathews Elementary School 12252 Blackburn Road, Riverside, CA</td><td><b>Location:</b> Tomas Rivera Middle School 21675 Martin Street, Perris, CA</td></tr><tr><td><b>Time:</b> 6:00 p.m. to 8:00 p.m.</td><td><b>Time:</b> 6:00 p.m. to 8:00 p.m.</td></tr></table> <p>Individuals who require special accommodation (American Sign Language interpreters, language interpreters, accessible seating, documentation in alternative formats, etc) should contact CALTRANS District 8 Office of Public Affairs at (909) 383-4631 prior to the meetings. TDD users may contact the California Relay Service TDD line at 711 and ask to be connected to (866) 383-4631. A Spanish translator will be present at each meeting.</p>		<b>Date:</b> Wednesday, October 24, 2012	<b>Date:</b> Thursday, October 25, 2012	<b>Location:</b> Lake Mathews Elementary School 12252 Blackburn Road, Riverside, CA	<b>Location:</b> Tomas Rivera Middle School 21675 Martin Street, Perris, CA	<b>Time:</b> 6:00 p.m. to 8:00 p.m.	<b>Time:</b> 6:00 p.m. to 8:00 p.m.
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<b>Time:</b> 6:00 p.m. to 8:00 p.m.	<b>Time:</b> 6:00 p.m. to 8:00 p.m.							
<b>WHERE YOU COME IN</b>	CALTRANS would like your input on the project purpose and need, project alternatives, and issues to be addressed in the EIS. Please submit your comments in writing no later than November 12, 2012 to Aaron Burton, Senior Environmental Planner, Environmental Studies "B," California Department of Transportation, Division of Environmental Planning, 464 West 4 <sup>th</sup> Street, 6 <sup>th</sup> Floor, MS 829, San Bernardino, California 92401-1400; or submit comments via email to Aaron_Burton@dot.ca.gov. Please use "Cajalco Road Widening Project" in the subject line of the email. Additional information regarding the project can be found at <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> .							
<b>CONTACT</b>	For more information about this study or any transportation matter, contact CALTRANS at (866) 383-4631 or by email at <a href="http://www.dot.ca.gov/dist8/contact/phone-email.htm">http://www.dot.ca.gov/dist8/contact/phone-email.htm</a> .							





# REUNIONES PUBLICAS

## Proyecto de Ampliación de la Calle Cajalco

### Declaración de Impacto Ambiental



<p><b>¿QUÉ SE ESTÁ PLANEANDO?</b></p>	<p>El Departamento de Transportación de California (CALTRANS), en cooperación con el Condado de Riverside (Condado), propone ampliar la Calle Cajalco de dos a cuatro carriles entre Avenida Harvill hacia el extremo este y Calle Temescal Canyon hacia el extremo oeste del, de cuatro a cinco carriles entre Temescal Wash y Calle Temescal Canyon, y de cuatro a seis carriles entre las rampas oeste del Interestatal 215 (I-215) y Avenida Harvill. El propósito del proyecto propuesto es el siguiente: 1) mejorar la instalaciones de transportación para atender al anticipado crecimiento y las necesidades de movilidad, como se identifican en la Póliza 1.5 del Plan General del Elemento de Circulación del Condado de Riverside; 2) proporcionar un mejorado viaje interregional mejorando la movilidad del este a oeste en el Condado de Riverside; y 3) mejorar la alienación de la carretera y el diseño de intersección para mejorar la seguridad a lo largo de la Calle Cajalco. Una alternativa preferida todavía no se ha seleccionado. Dos alternativas de construir y una Alternativa de No-Construir están siendo consideradas y serán evaluadas en una Declaración de Impacto Ambiental. Alternativa de Construir 1 ampliaría la existente Calle Cajalco con mínimos cambios en la alineación entre I-215 y Calle Temescal Canyon. Alternativa de Construir 2 ampliaría la existente Calle Cajalco entre I-215 y Hollis Lane y hacia el este de la Calle Eagle Canyon y Calle Temescal Canyon, construiría un nuevo segmento de la Calle Cajalco entre Hollis Lane y al este de la Calle Eagle Canyon, e incluiría una extensión hacia el sur de Avenida La Sierra.</p>						
<p><b>¿POR QUÉ ESTE ANUNCIO?</b></p>	<p>Para avisarle que REUNIONES PUBLICAS se están llevando a cabo y para darle la oportunidad de dar su opinión sobre el propósito y la necesidad del proyecto, las alternativas que se están considerando, y los temas que se atenderán en la Declaración de Impacto Ambiental, que evaluará los efectos que este proyecto pueda tener en el medio ambiente.</p>						
<p><b>¿CUÁNDO Y DONDE?</b></p>	<p>Dos REUNIONES PUBLICAS se llevarán a cabo. La fecha, la hora, y la ubicación de cada una se muestra abajo.</p> <table border="0"> <tr> <td><b>Fecha:</b> Miércoles, 24 de octubre 2012</td> <td><b>Fecha:</b> Jueves, 25 de octubre 2012</td> </tr> <tr> <td><b>Ubicación:</b> Lake Mathews Elementary School 12252 Blackburn Road, Riverside, CA</td> <td><b>Ubicación:</b> Tomas Rivera Middle School 21675 Martin Street, Perris, CA</td> </tr> <tr> <td><b>Hora:</b> 6:00 p.m. hasta las 8:00 p.m.</td> <td><b>Hora:</b> 6:00 p.m. hasta las 8:00 p.m.</td> </tr> </table> <p>Las personas que requieren alojamiento especial (Intérpretes de Lenguaje de Señas Americano, intérpretes de lenguaje, asientos accesibles, documentación en formatos alternativos, etc.) deben comunicarse con Caltrans Distrito 8 Oficina de Relaciones Públicas marcando (909)383-4631 antes de las reuniones. Usuarios de TDD pueden comunicarse con la línea de Servicio de Retransmisión de California TDD marcando el 711 y pedir que lo conecten al (866)383-4631. Un traductor de español estará presente en cada reunión.</p>	<b>Fecha:</b> Miércoles, 24 de octubre 2012	<b>Fecha:</b> Jueves, 25 de octubre 2012	<b>Ubicación:</b> Lake Mathews Elementary School 12252 Blackburn Road, Riverside, CA	<b>Ubicación:</b> Tomas Rivera Middle School 21675 Martin Street, Perris, CA	<b>Hora:</b> 6:00 p.m. hasta las 8:00 p.m.	<b>Hora:</b> 6:00 p.m. hasta las 8:00 p.m.
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<p><b>¿DONDE ENTRA USTED?</b></p>	<p>CALTRANS le gustaría su opinión sobre el propósito del proyecto y la necesidad, alternativas del proyecto, y los temas que se atenderán en la Declaración de Impacto Ambiental. Por favor envíe sus comentarios por escrito antes del 12 de noviembre 2012 a Aaron Burton, Senior Environmental Planner, Environmental Studies "B," California Department of Transportation, Division of Environmental Planning, 464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS 829, San Bernardino, California 92401-1400; o envíe comentarios por correo electrónico a Aaron_Burton@dot.ca.gov. Por favor utilice "Cajalco Road Widening Project" en la línea de asunto del correo electrónico. Información adicional sobre el proyecto se puede encontrar en <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>.</p>						
<p><b>CONTACTO</b></p>	<p>Para obtener más información acerca de este estudio o cualquier otro asunto de transportación, póngase en contacto con Caltrans marcando (866) 383-4631 o por correo electrónico. <a href="http://www.dot.ca.gov/dist8/contact/phone-email.htm">http://www.dot.ca.gov/dist8/contact/phone-email.htm</a>.</p>						

My name is Gabrielle Restivo, and I live in the community of Lake Mathews.

I was unable to provide input into the CEQA process, because the 200-foot notification process does not reach most homes that would be impacted, and no posting is required of the road. I think an exception to the 200-foot minimum notification requirement needs to be made for this project (and for other projects in rural areas), because rural areas are less densely developed and because of other geographic considerations.

I want to begin by saying that usually, when a federal EIS is involved, it is because federal funds are involved. I do not know if federal funding is planned beyond the funding of the EIS study, but I am very much opposed to any federal transportation dollars being used for this project, because this project is not addressing a road that is congested by existing traffic. This road is being widened to allow for substantial build-out of the San Jacinto Valley and its surrounding areas, and will be heavily used for commuter and goods movement traffic. It will also act as an east-west corridor for cities/communities surrounding the I-10/ Route 79 Freeway encouraging/exacerbating the existing jobs/housing imbalance (where people reside in rural/suburban Inland areas and work in Orange and LA County). The San Jacinto Valley and its surrounding areas should be planned using SCAG principles of directing development within existing urbanized areas, and along major transportation corridors and mass transit centers. Jobs development is needed for existing communities, and new housing should be directed toward either existing or newly created job centers, at mass transit centers, or where transportation capacity already exists. Building a new east-west corridor simply allows a continuation of development patterns that have created the air quality impacts, GHG impacts, and traffic congestion we are now experiencing in southern California. For this reason, I am opposed to federal funding for this road, and for the current proposal to widen it. Federal funding should be used to explore transportation and goods movement planning solutions for the Inland Empire that do not significantly impact rural and environmentally sensitive areas, and for mass transit projects.

The Scoping Notice for the DEIS states the road is being widened to accommodate future growth, which is further evidence that this road is growth inducing, since it is not needed to handle existing or even immediate traffic.

Regarding accommodating future traffic, it is reasonable and fair to argue that some of the "growth" anticipated is conjecture, due to several factors:

- The economy
- New projects may be inconsistent with SCAG regional growth principles and GHG reduction strategies and, therefore, may not be approved and/or be subject to public opposition
- New projects may be found to be environmentally impacting and growth inducing along the Cajalco Road corridor, since much of this area is now rural, and therefore, projects may either not be approved or may be publicly opposed
- Older approved specific plans and subsequent specific plan revisions and tract development may be challenged by the public, because they do not incorporate SCAG regional planning principles and GHG reduction strategies

Federal money and transportation dollars are best used for already congested roadways, freeway improvements to increase functionality, HOV lanes, and goods movement capacity; and on MASS TRANSIT PROJECTS, such as the Metrolink. It is ironic that the Metrolink is coming down the I-215 with two locations in Perris alone. This project undermines usage of that train. Nobody is going to take the time to park their vehicle at the train station and use the train if we keep adding capacity to surrounding roadways.

The Lake Mathews area has ascending hills on its west side with rock outcroppings. The noise from heavier traffic is going to be deafening for many properties along the roadway. Even one car along Lake Mathews Drive now is very loud, because of prominent hills with massive rock outcroppings.

The fact that Cajalco Road has a particular designation in the general plan is not enough to justify its expansion. General Plans are "living" documents, and general plans are supposed to be updated to address changing planning conditions. The fact that this area is rural, the public wants to keep it rural, and that keeping this area rural is closer to SCAG planning principles than growth, seems to be lost completely on the County. Clearly, to transportation planners, this east-west corridor appears to be a dream, but that is only if you completely remove it from its rural and environmentally sensitive context. Rural areas have just as much long-term value as urbanized areas, and we need to be more thoughtful on how we allow growth to take place in this County.

In closing, if this road is built, in time, Sigalerts will be required to be viewed by area residents to reach their homes during peak traffic hours. Commuter and truck traffic will bottleneck at the I-15/Cajalco Road intersection due to accidents on the 91 Freeway, and it will bottleneck at I-215 and Route-79, because the roadway will become a regional shortcut to jobs. This is obvious, because this is what 30 years of development that promotes jobs-housing imbalance does. It is also indicative of development patterns that are not based on village concepts, and developments that are far from mass transit centers.

This project does not offer anything to the public. All it does is expand capacity for growth for the homebuilding community (rooftops and supporting local and regional commercial). Jobs produced by this industry, as Southern Californians have painfully discovered, are not the basis for a strong economy. It is cyclical, and the spin-off jobs, service sector jobs, are among the lowest paying. With this proposal, taxpayer dollars are being used to destroy a beautiful, rural, viewshed community, and to continue development patterns that have been recognized by the planning profession as being detrimental to the long-term well-being of Southern California.

Thank you for the opportunity to participate in this comment process. Please see below further comments.

- Since the proposed roadway expansion is for the purposes of providing regional east-west traffic mobility and goods movement for anticipated, future development and not to improve existing local traffic, I am requesting an additional alternative be analyzed that bypasses this rural area (rural communities surrounding Lake Mathews and habitat areas) completely. Such an alternative recognizes and respects the significant environmental value, especially viewshed value, of the area, and the fact that this area is surrounded by significant habitat, some of which was used as developer mitigation.
- Please analyze an additional, separate, alternative that decouples road safety from roadway expansion.
- Since the proposed roadway expansion is for the purposes of providing regional east-west traffic mobility and goods movement for anticipated, future development and not to improve existing local traffic, please analyze two additional alternatives that direct east-west regional traffic onto existing urbanized/regional/highway roadways, with noted required improvements, coupled with a safety improvement project for Cajalco Road that does not increase its capacity.
- Please analyze an alternative that separates regional goods movement (truck traffic) away from Cajalco Road and places it back on freeways (or other urbanized roadways) with a description of any necessary freeway/transportation improvement projects needed to support this alternative.
- Comprehensive analysis of how this project is consistent with SCAG regional planning principles, and, if it is not consistent, federal, state and county funding justification for this road, since it is not congested.
- How much ridership will be lost to Metrolink with construction of this road?
- In depth sound analysis that includes effects of rock outcroppings with outdoor levels (projected indoor levels) determined for several hundred feet around proposed roadways and up to housing affected by the noise.
- A discussion of how this amplified sound will impact wildlife.
- How sound impacts will impact homeowner use of yard areas, which is almost 100% of the value of living in a rural area (outdoor living) - What compensation is planned? How will this be mitigated?
- How this project will significantly impact the viewshed of this area, including the addition of massive truck traffic, traffic volume, and any subsequent transportation/utility work that can be anticipated as a result of roadway expansion. This should be projected out to anticipated build-out of the region. How will this be mitigated?
- Existing traffic counts and how these existing traffic counts alone justify roadway expansion.
- How this road expansion impacts viability of ongoing habitat conservation.
- A detailed description of where (geographically) the growth is occurring requiring this road to be constructed.
- Future anticipated traffic counts that show regional use of this road at full build-out of the County General Plan and surrounding cities (where traffic patterns justify the counts). Counts should be done in ten-year increments to illustrate projected growth and foreseeable traffic impacts, with maximum roadway capacity/congestion noted.
- An analysis of the feasibility of this anticipated new development based on its potential inconsistency with SCAG regional planning principles, generation of significant GHG, the poor economy, impacts to wildlife habitats and conservations, and historic public opposition to new development, including environmental groups and rural associations (and lawsuits).
- A discussion of whether the anticipated growth for which this road is being built, would be feasible without the Cajalco Road Expansion, and whether such development would be consistent with regional planning principles.
- A detailed description of why this road is not growth inducing, if it is not needed to handle existing traffic.
- A discussion of how expansion of this road is for the public benefit and not to support private development, since Cajalco road is not a congested roadway. (This includes offering a road safety alternative for Cajalco Road that does not add roadway capacity).

- Due to the rural setting surrounding the roadway expansion, I formally request that notice of the release of the DEIS/DEIR be posted along the length of the roadway, since the existing public noticing criteria does not provide ample notice to the public.



### **H.2.2.3 2012 NOI Comments**



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX**

**75 Hawthorne Street  
San Francisco, CA 94105**

**NOV 9 2012**

Aaron Burton  
California Department of Transportation  
Environmental Studies "B"  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor MS 829  
San Bernardino, California 92401-1400

**Subject: Scoping Comments for Cajalco Road Widening Project Draft Environmental Impact Statement**

Dear Mr. Burton:

The U.S. Environmental Protection Agency (EPA) has reviewed the Notice of Intent (NOI) published in the Federal Register on September 26, 2012, requesting comments on the California Department of Transportation (Caltrans) and County of Riverside proposal to prepare a Draft Environmental Impact Statement (DEIS) for the Cajalco Road Widening Project in western Riverside County, California. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act. We recognize that the state of California has assumed responsibilities under NEPA for this project pursuant to the *Memorandum of Understanding Between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program*.

We are also responding to your October 1, 2012 letter inviting EPA to become a Participating and Cooperating Agency for this project. EPA accepts "Participating Agency" (as defined in 23 USC 139) and "Cooperating Agency" (as defined in NEPA) status for this project. As a Participating and Cooperating Agency, we define EPA's role in the development of the project to include the following as they relate to our jurisdiction by law or areas of expertise:

- 1) Provide meaningful and early input on defining purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in alternatives analysis;
- 2) Participate in coordination meetings and joint field reviews as appropriate and as resources allow;
- 3) Participate in the development and implementation of the coordination plan; and
- 4) Timely review and comment on early project information (e.g., draft technical reports related to air quality, wetlands/waters, biological resources, cumulative impacts assessment, growth/community impacts, and conceptual mitigation; and EIS Administrative Drafts) to reflect

the views and concerns of EPA on the adequacy of the document(s), alternatives considered, anticipated impacts, and avoidance, minimization, and mitigation strategies.

In addition, should the project have greater than 5 acres of permanent impacts to waters of the United States, project coordination would follow the April 2006 *National Environmental Policy Act and Clean Water Action Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding (NEPA/404 MOU)*. The NEPA/404 MOU includes specific agreement points to assist in developing the EIS and involves active participation in meetings and document reviews. We encourage Caltrans to contact the NEPA/404 signatory agencies once more information about the potential impact to waters of the United States is available so that the agreement points can be addressed as early as possible in the EIS process.

Please note that EPA's involvement as a Participating and Cooperating Agency does not constitute formal or informal approval of any part of this project under any statute administered by EPA, nor does it limit in any way EPA's independent review of the Draft and Final EISs pursuant to Section 309 of the Clean Air Act. EPA's cooperating agency status may be acknowledged in the EIS; but the EPA seal or symbol must not be used unless Caltrans receives prior written approval from EPA, and then only if a disclaimer is attached stating that the use of the Agency seal or symbol on this document does not imply any agency's endorsement of the project.

EPA provides the following scoping comments for the proposed Cajalco Road Widening Project:

#### **Purpose and Need and Range of Alternatives**

As a Participating Agency, we look forward to providing feedback once a draft Purpose and Need Statement and subsequent draft Range of Alternatives are provided to Participating Agencies for comments under the Efficient Environmental Review Process at 23 USC 139. At this time, EPA provides the following general comments on Purpose and Need and Range of Alternatives as briefly described in the NOI:

##### ***Purpose and Need***

The Purpose and Need should focus on the underlying problems to address and the reasons a project is considered, and not prescribe or imply a predetermined solution such as an expansion of a freeway. Freeway capacity enhancements may be an included component of the potential solution to the problems identified in a Purpose and Need; however, the Purpose and Need should allow for the analysis of a full scope of alternatives, including other modes of transportation or alternatives which might be less impactful to the environment or public health that would accomplish the underlying mobility/accessibility the project seeks to provide.

##### ***Range of Alternatives***

The DEIS should explore and objectively evaluate a range of reasonable alternatives, including the no action alternative, and briefly discuss the reasons for eliminating some alternatives from further evaluation (40 CFR 1502.14). Additionally, the proposed Project should not preclude also enhancing transit access, or implementing a comprehensive Transportation System Management and Transportation Demand (TSM/TDM) plan as a part of other build alternatives. We encourage Caltrans to explore the feasibility of implementing such alternatives simultaneously in the interest of minimizing environmental impacts and accommodating future travel demands.

In exploring the option to enhance transit access, that DEIS should clearly identify what forms of transit facilities are currently in operation and the plans for future expansion. The DEIS should identify activities that can be undertaken by Caltrans and/or other responsible agencies to enhance transit ridership that will effectively increase overall mobility within and through the corridor. We encourage Caltrans to consider concurrently implementing measures that provide incentives for increased transit ridership as a means of decreasing single occupancy vehicle travel.

EPA recommends that the DEIS include a summary of the screening methodology that was used to determine the Range of Alternatives for inclusion in the DEIS. The methodology summary should include information about which criteria and measures were used at each screening level and how they were integrated in a comprehensive evaluation. The DEIS should also include a description of alternatives that were considered but withdrawn with a summary of why they were eliminated. The DEIS should identify opportunities for the alternatives to further avoid or minimize adverse environmental and community impacts while fulfilling the project purpose. This may generally include alignment shifts, buffers, localized design modifications, changes in construction practices, tunneling, or spanned crossings of sensitive biological resources.

### **Phasing**

The DEIS should disclose whether the project will be constructed in phases and if so, include the anticipated timeline for construction, identify what specific activities will occur during each phase, and analyze both the construction and operational impacts of the project for each phase.

### **Waters of the U.S.**

The project is located in the vicinity of Lake Mathews, Cajalco Creek, Temescal Wash, and other tributaries. The DEIS should identify if the project will involve the discharge of dredged or fill material into jurisdictional wetlands and waterways and impact water quality or hydrology. Discharges of dredged or fill material into waters of the U.S. require authorization by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act (CWA). The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(1) provide substantive environmental criteria that must be met to permit such discharges into waters of the U.S.

### *Avoidance, Minimization and/or Mitigation Measures*

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

### *Recommendations:*

- Identify if the project will affect waters of the U.S.
- Include a summary of the projects impacts to hydrology.
- Discuss mitigation for temporary and unavoidable permanent direct and indirect impacts. Temporary impact mitigation should consider additional compensatory mitigation for temporal loss of functions as well as establishing numeric criteria and monitoring of the temporary impact site to ensure that aquatic functions are fully restored. The link to the final Mitigation Rule,



which went into effect on June 9, 2008, can be found at <http://www.epa.gov/EPA-WATER/2008/April/Day-10/w6918a.pdf>. Indirect impact mitigation should consider opportunities to reduce any potential effects from shading and to compensate for possible wetland habitat fragmentation.

- Include the classification of waters and the geographic extent of waters and adjacent riparian areas.
- Characterize the functional condition of waters and adjacent riparian areas.
- Describe the extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries.
- Characterize the hydrologic linkage to any impaired water body.
- Analyze the potential water quality impact and potential effects to designated uses.

#### *Water Quality/Stormwater*

The DEIS should address techniques proposed for minimizing surface water contamination due to increased runoff from additional highway surfaces. The project will require a National Pollutant Discharge Elimination System (NPDES) permit and an accompanying Stormwater Pollution Prevention Plan (SWPPP). Where the proposed project will widen existing roads, the current stormwater detention basins and structures may no longer be effective.

#### *Recommendations:*

The water quality analysis in the DEIS should include an estimate of increase in impervious surfaces, estimates of increases in stormwater runoff locations and volume, and locations for specific design features to minimize discharges and dissipate energy. The DEIS should include the following:

- Identify specific locations, on a map, where runoff is expected, along with a map indicating where specific design features for stormwater management will be placed (bioswales, etc.). These options should be presented as a part of the DEIS process and not deferred until a later stage.
- Include stormwater performance standards for both construction site sediment control and post-construction project design standards in the DEIS.
- Provide information regarding the placement, selection, and performance of proposed Best Management Practices (BMPs) in the DEIS.
- Commit to design, install, and maintain BMPs to control total suspended solids (TSS) carried in post-construction runoff.
- Commit to employ BMPs to maintain or reduce the peak runoff discharge rates, to the maximum extent practicable, as compared to the pre-development conditions.

#### **Sensitive Species and Habitats**

The western segment of the Cajalco Road Widening Project crosses just south of Lake Mathews, in an area that contains extensive conservation lands and sensitive biological resources (e.g., Lake Mathews-Estelle Mountain Reserve), including habitats for the federally-protected Steven's kangaroo rat, least Bell's vireo, burrowing owl, and California coastal gnatcatcher. EPA recommends Caltrans work closely with federal, state, and local wildlife agencies and managing land agencies to ensure the project minimizes impacts to protected species and habitat to the maximum extent possible, to look for

opportunities to remove any existing wildlife movement barriers, and to avoid and minimize habitat fragmentation.

### **Integration with Existing Facilities and Relationship with Other Regional Transportation Projects**

The DEIS should explore the extent to which proposed alternatives will integrate with existing transportation facilities. The document should discuss how the project will impact existing vehicle lanes, any bicycle lanes, and pedestrian paths due to project construction or operation. All potential alternatives should identify the opportunities available to better connect all modes of transportation, including rail, bus service, and pedestrian and bicycle facilities. Measures to minimize or mitigate impacts to vehicle lanes, bicycle lanes, and pedestrian paths should be addressed in the DEIS.

Federal Highway Administration (FHWA) is also preparing a Supplemental Draft Environmental Impact Statement for the Mid-County Parkway Project, which proposes to improve west-east transportation in western Riverside County between Interstate 215 in the west and State Route (SR) 79 in the east. A previous DEIS for Mid-County Parkway examined a larger 32-mile corridor from SR 79 west to Interstate 15 until a decision was made to only pursue the eastern portion of the project at this time. Caltrans should thoroughly discuss the relationship of the Cajalco Road Widening Project to Mid-County Parkway in the DEIS.

### **Cumulative Impact Analysis**

The cumulative impacts associated with the proposed Project may contribute to significant degradation of sensitive resources. There are several highway and transit projects in the western Riverside County area, including Mid-County Parkway, State Route 91 Project, State Route 79 Realignment, and the Perris Valley Line Metrolink Extension.

#### *Recommendations:*

- Conduct a thorough cumulative impact assessment. Include a complete list of reasonably foreseeable actions, including non-transportation projects.
- EPA recommends the use of the June 2005 *Guidance for Preparers of Indirect and Cumulative Impacts Analysis* developed jointly by Caltrans, FHWA, and EPA [[http://www.dot.ca.gov/ser/cumulative\\_guidance/purpose.htm](http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm)]. The guidance will assist in identifying cumulative impacts and preparing an analysis that is sound, well documented, and compliant with 404(b)(1) Guidelines.

### **Growth-related Impacts**

EPA is concerned about the potential indirect impacts (40 CFR Part 1508.8(b)) of this project in this rural area. New access to undeveloped areas, such as new intersections, or those possible from Alternative 2 which would construct a new segment of Cajalco Road between Hollis Lane and east of Eagle Canyon Road, including a southerly extension of La Sierra Avenue, may induce growth on surrounding lands. The project would benefit from analysis of growth-related impacts early in project development. A growth-related impact analysis assists with compliance requirements of NEPA by considering environmental consequences as early as possible and providing a well-documented and sound basis for government decision making.

The May 2006 *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (Guidance) [[http://www.dot.ca.gov/ser/Growth-related\\_IndirectImpactAnalysis/gri\\_guidance.htm](http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm)] developed jointly

by Caltrans, FHWA, and EPA, provides an approach to developing a growth-related impact analysis. After the potential for growth is identified for each alternative, the Guidance recommends assessing if growth-related impacts affect resources of concern.

*Recommendations:*

- Identify the types of resources that are likely to occur in geographic areas that may be affected by growth. If it is determined that there will be no or insignificant impacts to resources of concern, then document the process and report the results. EPA recommends following the Step-by-Step Approach for Conducting the Analysis in Chapter 6 of the Guidance.
- The DEIS should also be very clear regarding whether any interchanges are proposed for future roads (e.g., roads that currently do not exist, but are identified/proposed in planning documents) and disclose the additional impacts to resources that these roads will have. To demonstrate the utility and need for these connections, EPA recommends that the DEIS include a discussion of the interchange siting decisions and the growth-related impacts analyses should consider these future roads in the DEIS.
- Include a discussion of mitigation strategies to reduce impacts if adverse impacts cannot be avoided or minimized. Section 6.3 of the Guidance provides an approach to address mitigation for growth-related impacts.

### **Impacts of Increased Vehicle Travel**

The identified alternatives will increase motor vehicle capacity. Any analysis of emissions of greenhouse gases (GHGs) or other air pollution, noise, and other impacts to human health and the environment that increase with increased vehicle miles traveled should be based upon travel demand modeling which takes into account the increased demand for vehicle travel caused by this increased capacity. Because the additional vehicle travel that results from this induced demand will distribute itself throughout the regional roadway network, it is important to use a travel demand model that will capture the increased vehicle load on other highways and local streets anywhere that increase is significant. The DEIS should describe how any traffic estimates were developed and how these traffic estimates relate to regional transportation estimates. Any supporting documents on which the conclusions of the project's impacts to air quality are based, such as traffic data and other air analyses, should be included in an appendix to the DEIS.

### **Air Quality**

Because the South Coast Air Basin has some of the worst 8-hour ozone and PM<sub>2.5</sub> problems in the nation, it is important to reduce emissions of ozone precursors and particulate matter from this Project to the maximum extent.

*Recommendations:*

- Ambient Conditions: The DEIS should include a detailed discussion of ambient air conditions (i.e., baseline or existing conditions), the area's attainment or nonattainment status for all National Ambient Air Quality Standards (NAAQS), and potential air quality impacts (including cumulative and indirect impacts) from the construction and operation of the project for each fully evaluated alternative. The DEIS should include estimates of all criteria pollutant emissions and diesel particulate matter (DPM). EPA also recommends that the DEIS disclose the available information about the health risks associated with construction and truck emissions and how the proposed project will affect current emission levels.

- **Relevant Requirements:** The DEIS should describe any applicable local, state, or federal requirements. The DEIS should describe applicable requirements for Federal Actions that require Federal Transit Administration (FTA) or FHWA funding or approval and are subject to the Transportation Conformity requirements in 40 CFR part 93, subpart A and for Federal Actions that are subject to the General Conformity requirements in 40 CFR part 93, subpart B.
- **Conformity:** The DEIS should ensure that the emissions from both the construction and the operational phases of the project conform to the approved State Implementation Plan and do not cause or contribute to violations of the NAAQS. To meet the transportation conformity requirements, the DEIS should demonstrate that the project is included in a conforming transportation plan and transportation improvement program.
- **PM and CO Project-Level Hotspot Analyses:** Project-level hot spot analyses for PM<sub>10</sub>, PM<sub>2.5</sub>, and carbon monoxide (CO) are required for the portion of the project that will be funded or approved by FHWA or FTA. The DEIS should ensure the PM<sub>2.5</sub> and PM<sub>10</sub> project-level hotspot analyses are performed following EPA's March 2006 or December 2010 procedures if the project is deemed, via interagency consultation, to be a Project of Air Quality Concern. Note that there is a NEPA policy memo (February 8, 2011, "Using the MOVES and EMFAC Models in NEPA Evaluations") which describes how the transition period from the 2006 to the 2010 guidance applies to NEPA. The NEPA policy memo can be found at the following web site: <http://www.epa.gov/compliance/resources/policies/nepa/>
- **Construction:** The proposed Project may involve construction and staging along populated sections of the corridor. Caltrans should identify and commit to specific requirements to reduce any substantial emissions or exposure to emissions for sensitive receptors along the corridor. The DEIS should include SCAQMD requirements to reduce emissions. In addition to these measures, EPA recommends the following additional measures to reduce the impacts resulting from future construction associated with this Project.

The responsible agency should include a Construction Emissions Mitigation Plan in the DEIS and adopt this plan in the Record of Decision (ROD). In addition to all applicable local, state, or federal requirements, EPA recommends that the following mitigation measures be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of particulate matter (PM) and other toxics from construction-related activities, including the following:

*Fugitive Dust Source Controls:*

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

*Mobile and Stationary Source Controls:*

- Minimize use, trips, and unnecessary idling of heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit



technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. The California Air Resources Board has a number of mobile source anti-idling requirements which could be employed. See their website at:

<http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>

- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal<sup>1</sup> or State Standards<sup>2</sup>. In general, meet and ideally go beyond CARB requirements for in-use diesel engines and equipment, particularly for non-road construction fleets. Through December 31, 2014, ensure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. EPA Tier 3 standards for non-road engines. From January 1, 2015 onward, ensure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. EPA Tier 4 standards for non-road engines.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

*Administrative controls:*

- Identify all commitments to reduce construction emissions and update the air quality analysis to reflect additional air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Meet EPA diesel fuel requirements for off-road and on-highway, and, where appropriate, use alternative fuels such as natural gas and electric.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.

*Mobile Source Air Toxics*

Due to the increased traffic and proximity of the Project to residences and other sensitive receptors, EPA is concerned about possible mobile source air toxics (MSATs) impacts. Many studies have measured elevated concentrations of pollutants, which are emitted directly by motor vehicles, near large roadways. These elevated concentrations generally occur within approximately 200 meters of the road, although the distance varies depending on traffic and environmental conditions. Pollutants measured with elevated concentrations include benzene, polycyclic aromatic hydrocarbons, carbon monoxide, nitrogen dioxide, black carbon, and coarse, fine, and ultrafine particles. For a thorough review of near-roadway monitoring studies, see Section 3.1.3 of EPA's "Regulatory Impact Analysis: Control of Hazardous Air Pollutants from Mobile Sources" (February 2007, <http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OAR-2005-0036-1168>).

<sup>1</sup> EPA's website for nonroad mobile sources is <http://www.epa.gov/nonroad/>.

<sup>2</sup> For ARB emissions standards, see: <http://www.arb.ca.gov/msprog/offroad/offroad.htm>.

A large number of recent studies have examined the association between living near major roads and different adverse health effects. Several peer reviewed epidemiologic studies have shown associations with cardiovascular effects, premature adult mortality, and adverse birth outcomes, including low birth weight and size. Traffic-related pollutants have been repeatedly associated with increased prevalence of asthma-related respiratory symptoms in children. Also, based on toxicological and occupational epidemiologic literature, several of the MSATs, including benzene, 1, 3-butadiene, and diesel exhaust, are classified as known and likely human carcinogens. Thus, near roadway environments present an elevated cancer risk, including childhood leukemia. For additional information on MSATs, please see EPA's MSAT website at <http://www.epa.gov/otaq/toxics.htm>.

Expanding a roadway in the immediate vicinity of residential neighborhoods could result in increased, localized MSAT impacts in the project area to nearby receptors. In the DEIS, an estimate of potential MSAT impacts and near roadway receptors should be presented to determine if there are problematic hot spots along the corridor. This analysis is further described in the March 2007 report entitled "Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process" conducted for the American Association of State Highway and Transportation Officials (AASHTO) Standing Committee on the Environment and funded by the Transportation Research Board ([http://www.trb.org/NotesDocs/25-25\(18\)\\_FR.pdf](http://www.trb.org/NotesDocs/25-25(18)_FR.pdf)). Procedures for toxicity-weighting, which EPA has found to be especially useful for the targeting of mitigation, are described in EPA's Air Toxics Risk Assessment Reference Library (Volume 3, Appendix B, beginning on page B-4, [http://epa.gov/ttn/fera/data/risk/vol\\_3/Appendix\\_B\\_April\\_2006.pdf](http://epa.gov/ttn/fera/data/risk/vol_3/Appendix_B_April_2006.pdf)).

These recommendations, and the recommendations included in the report for AASHTO referenced above, differ substantially from the September 30, 2009 FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents. While there are positive elements to this guidance, especially the acknowledgement of potential MSAT concerns, EPA continues to disagree with major elements of this approach nationally.

### **Children's Health and Safety**

EO 13045 "Protection of Children from Environmental Health Risks and Safety Risks"<sup>3</sup> requires federal agencies to ensure that their policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks. EPA recommends that the DEIS assess any potential environmental health risks and safety risks that may disproportionately affect children. For possible impacts to schools and child care centers near the project, include measures identified in the voluntary EPA School Siting Guidelines (<http://www.epa.gov/schools/siting/download.html>), and Draft State School Environmental Health Program Guidelines (<http://www.epa.gov/schools/ehguidelines/index.html>). EPA's Office of Children's Health Protection has also posted a compilation of scientific data and methods to help improve the scientific understanding of children's environmental health concerns at: [http://yosemite.epa.gov/oceph/ochpweb.nsf/content/whatwe\\_scientif.htm](http://yosemite.epa.gov/oceph/ochpweb.nsf/content/whatwe_scientif.htm). This site contains information on risk assessment, toxicity and exposure assessment, and other information to help better understand potential environmental impacts on children's health.

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<sup>3</sup> Available on-line at: <http://ceq.hss.doe.gov/nepa/regs/eos/eo13045.html>.

## **Memorandum of Understanding (MOU) Environmental Justice and Executive Order 12898**

On August 4, 2011, several federal agencies, including the U.S. Department of Transportation and EPA, finalized an MOU<sup>4</sup> advancing agency responsibilities outlined in the 1994 Executive Order (EO) 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." The MOU, in part, states that each Federal agency will identify and address, as appropriate, any disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations in the following areas: 1) NEPA implementation; 2) implementation of Title VI of the Civil Rights Act; 3) impacts from climate change; and 4) impacts from commercial transportation and supporting infrastructure ("goods movement"). EPA recommends that the DEIS address the MOU as suitable for the project.

The DEIS should identify whether the proposed alternatives may disproportionately and adversely affect low income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts. Executive Order 12898 addresses Environmental Justice in minority and low income populations, and the Council on Environmental Quality has developed guidance concerning how to address Environmental Justice in the environmental review process ([http://www.epa.gov/environmentaljustice/resources/policy/ej\\_guidance\\_nepa\\_ceq1297.pdf](http://www.epa.gov/environmentaljustice/resources/policy/ej_guidance_nepa_ceq1297.pdf)). Community involvement activities supporting the project should include opportunities for incorporating public input, especially in Environmental Justice communities, into the facility design process to promote context sensitive design.

### *Recommendations:*

- Identify whether the proposed alternatives may disproportionately and adversely affect low-income or minority populations and provide appropriate mitigation measures for any adverse impacts. Assessment of the project's impacts should reflect consultation with affected populations and mitigation measures should be considered where feasible to avoid, mitigate, minimize, rectify, reduce, or eliminate impacts associated with a proposed project (See 40 C.F.R. § 1508.20). Mitigation measures identified in the DEIS should reflect the needs and preferences of the affected low-income and minority populations to the extent practicable.
- Document the process used for community involvement and communication, including all measures to specifically outreach to potential environmental justice communities. Include an analysis of results achieved by reaching out to these populations. EPA has developed a model plan for public participation that may assist Caltrans in this effort. *The Model Plan for Public Participation*, EPA OECA, February 2000, is available at: <http://www.epa.gov/compliance/ej/resources/publications/nejac/model-public-part-plan.pdf>

## **Historic, Cultural, and Tribal Resources**

We are aware of extensive tribal outreach and coordination that has occurred for the separate Mid-County Parkway Project, which originally included alternatives overlapping the Cajalco Road Widening Project area. Additional information on tribal outreach and coordination for the Mid-County Parkway Project can be found in Chapter 5 of the DEIS (available online <http://midcountyparkway.org/uploads/5.0%20Comments%20and%20Coordination.pdf>). We recommend that Caltrans ensures the Cajalco Road Widening Project DEIS fully documents tribal

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<sup>4</sup> A copy of the Memorandum of Understanding Environmental Justice and Executive Order 12898 is available on-line at: <http://epa.gov/environmentaljustice/resources/publications/interagency/ej-mou-2011-08.pdf>.

consultation and coordination for any potential impacts to tribal resources from this project as required by federal law and policies.

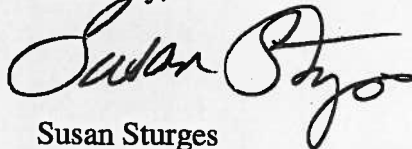
Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments* (November 6, 2000), was issued for federal agencies to establish tribal consultation and collaboration processes for the development of federal policies that have tribal implications, and to strengthen the United States government-to-government relationships with Indian tribes.

*Recommendations:*

- Describe in the DEIS: 1) the process and outcome of any informal coordination and formal government-to-government consultation between FHWA, given that government-to-government consultation was not assigned to Caltrans per NEPA delegation, or other relevant federal agency, and each of the tribal governments within the project area.
- Discuss issues that were raised (if any), how those issues were addressed in relation to the proposed action and the selection of the proposed alternative, and how impacts to tribal or cultural resources will be avoided or mitigated consistent with Section 106 of the National Historic Preservation Act, Executive Order 13007, Indian Sacred Sites, and/or other relevant federal laws and policies.

If you have any questions regarding the recommendations provided, please feel free to contact me, the lead EPA reviewer for this project. I can be reached at [sturges.susan@epa.gov](mailto:sturges.susan@epa.gov) or (415) 947-4188. When you are ready to submit your DEIS, please note that EPA Headquarters no longer accepts paper copies or CDs of EISs for official filing purposes. Submissions must now be made through EPA's new electronic EIS submittal tool: *e-NEPA*. While this system eliminates the need to submit paper or CD copies to EPA Headquarters to meet official filing requirements, lead agencies should continue to distribute 1 CD copy and 2 hard copy EISs for review to the EPA Region 9 San Francisco Office. Electronic submission does not change requirements for distribution of EISs for public review and comment. To begin using *e-NEPA*, you must first register with EPA's electronic reporting site - [https://cdx.epa.gov/epa\\_home.asp](https://cdx.epa.gov/epa_home.asp).

Sincerely,



Susan Sturges  
Environmental Review Office

CC via Email: Susan Meyer, U.S. Army Corps of Engineers  
Karin Cleary-Rose, U.S. Fish and Wildlife Service  
Jeff Brandt, California Department of Fish and Game  
John Chisholm, Caltrans District 11





THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

October 5, 2012

Via Electronic & U.S. Mail

Aaron Burton, Senior Environmental Planner  
Environmental Studies "B"  
California Department of Transportation  
Division of Environmental Planning  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS 829  
San Bernardino, CA 92401-1400

Dear Mr. Burton:

**Notice of Intent (NOI) to prepare an Environmental Impact Statement for a 16-mile road widening project along Cajalco Road between Temescal Canyon Road and Interstate 215**

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Federal Register [Volume 77, Number 187 (Wednesday, September 26, 2012)] Notice of Intent to prepare an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) of 1969, as amended, for the proposed widening of Cajalco Road.

**Background**

Metropolitan is a public agency and regional water wholesaler. It is comprised of 26 member public agencies serving more than 19 million people in six counties in southern California. One of Metropolitan's major water supplies is the Colorado River, to which Metropolitan holds an entitlement for water, via the Colorado River Aqueduct (CRA). The CRA extends 242 miles from the Colorado River to Lake Mathews and can deliver up to 1.2 million acre-feet of water annually. The CRA and associated facilities include tunnels, open canals, buried pipelines, above- and below-ground reservoirs and aquifers, access and patrol roads, communication facilities, and residential housing sites. In addition, Lake Mathews is surrounded by Metropolitan fee-owned property that comprises the 5,110-acre Lake Mathews Multiple Species Reserve (Reserve), which Metropolitan cooperatively manages in accordance with a Cooperative Management Agreement among federal, state and regional conservation agencies, a Multiple Species Habitat Conservation Plan (MSHCP)/Natural Community Conservation Plan (NCCP), a recorded conservation easement, and other related agreements. The Reserve provides mitigation

October 5, 2012

for State Water Project facilities and mitigation banking for Metropolitan's operations and projects in the region.

Metropolitan's ownership and operation of the CRA, Lake Mathews and the Reserve are essential to its mission to provide Metropolitan's 5,200-square mile service area with adequate and reliable supplies of high-quality water to meet present and future needs in an environmentally and economically responsible way.

### **Potential Impacts to Metropolitan Facilities**

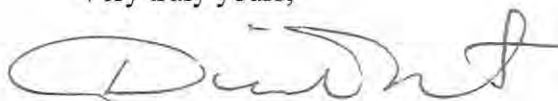
Metropolitan's facilities, real estate interests, and fee-owned rights-of-way, easements, and other properties (Facilities) located on or near Cajalco Road in Riverside County include:

- CRA and associated facilities
- Cajalco Creek Dam and Detention Basin and associated sedimentation basins
- Lake Mathews and associated facilities
- Temescal Power Plant
- Lower and Upper Feeder pipelines
- Lake Mathews Multiple Species Reserve

Metropolitan requests that the EIS include a detailed assessment of potential direct and indirect impacts to Metropolitan's Facilities as a result of the Cajalco Road Widening Project, including uninterrupted access to those facilities during this major road widening project, with proposed measures to avoid or mitigate significant adverse effects.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental and related documentation on this project, including notices of any public scoping meetings. If we can be of further assistance, please contact me at (213) 217-6696 or at [dwest@mwdh2o.com](mailto:dwest@mwdh2o.com).

Very truly yours,



Deirdre West  
Manager, Environmental Planning Team

DW:rdl

(J:\Environmental Planning-Compliance\COMPLETED JOBS\October 2012\EPT Job No. 2012100501)



RIVERSIDE COUNTY SHERIFF'S DEPARTMENT  
Stanley Sniff, Sheriff  
PERRIS STATION

FAX COVER SHEET

PLEASE DELIVER THE FOLLOWING PAGES TO:

COMPANY: DEPARTMENT OF TRANSPORTATION DATE: 10/30/12  
ATTN: DAVID BRICKER PHONE: 909-388-7725  
# OF PAGES: 1 (INCLUDING COVER SHEET) FAX: ~~909-388-7048~~  
FROM: SGT. ROBERT ROSE PHONE: (909) 383-6899  
FAX: (951) 210-1000  
FAX: (951) 210-1030

REFERENCE: CAJALCO ROAD WIDENING PROJECT.

I WILL BE THE LIAISON FOR THE RIVERSIDE SHERIFF'S  
DEPARTMENT (PERRIS STATION). I CAN BE REACHED AT  
951-210-1015 OR RROSE@RIVERSIDESHERIFF.ORG

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137 N. Perris Boulevard, Suite A Perris, California 92570  
Phone: (951) 210-1000 Fax: (951) 210-1030



*A Joint Powers Authority*

**RCHCA  
Board of Directors**

**City of Corona**  
Eugene Montanez

**City of Hemet**  
Linda Krupa

**City of Lake Elsinore**  
Melissa Melendez

**City of Menifee**  
Vacant

**City of Moreno Valley**  
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**City of Murrieta**  
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**Executive Director**  
Carolyn Syms Luna

**General Counsel**  
Tiffany North  
Deputy County Counsel

Aaron Burton  
Senior Environmental Planner  
Environmental Studies "B"  
California Department of Transportation, Division of Environmental Planning  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS 829  
San Bernardino, CA 92401-1400

Re: Cajalco Road Widening Project

Dear Mr. Burton,

Thank you for allowing the Riverside County Habitat Conservation Agency (RCHCA) the opportunity to provide input on the purpose and need for the project, the alternatives, and the issues to be addressed in the Environmental Impact Statement (EIS). The RCHCA implements the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) and manages lands specifically for the species. With respect to the Cajalco Road Widening Project, the RCHCA has the following comments:

1. The EIS needs to examine the cumulative adverse impacts to the RCHCA's current ability to manage their lands within the Lake Mathews / Estelle Mountain Reserve. Current management strategies include the staging and moving of thousands of sheep across the landscape, prescribed fire, and large scale herbicide application to control non-native grasses.
2. The EIS must examine the potential loss of access points for RCHCA staff, equipment, and contractors, thereby limiting our ability to effectively manage the reserve lands for SKR.
3. The EIS must account for the indirect effects of noise, lighting, litter, and illegal public access on SKR and their habitat.
4. The EIS needs to account for the past and present restoration efforts.
5. The EIS should examine the amount of acreage necessary to maintain a minimum viable population of SKR within a fragmented landscape in order to ensure that the reserve continues to function as originally intended in perpetuity.

Again, thank you for the opportunity to provide early comments to be considered in the Cajalco Road Widening Project EIS. As the designated point of contact for the RCHCA, I can be reached at 951-955-4325 or bshomo@rctlma.org.

Sincerely,



Brian Shomo  
Natural Resources Manager





**PECHANGA CULTURAL RESOURCES**  
*Temecula Band of Luiseño Mission Indians*

Post Office, Box 2183 • Temecula, CA 92593  
Telephone (951) 308-9295 • Fax (951) 506-9491

November 9, 2012

**VIA E-MAIL and USPS**

Mr. Aaron Burton  
Senior Environmental Planner  
CA Department of Transportation  
Division of Environmental Planning  
Environmental Studies B  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS829  
San Bernardino, CA 92401-1400

**Re: Pechanga Tribe Comments on the Notice of Preparation of an Environmental Impact Statement and the Request to be a Participating Agency for the Cajalco Road Widening Project**

Dear Mr. Burton:

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government. The Tribe formally requests to be notified and involved in the entire NEPA, Section 106 and CEQA environmental review processes for the duration of the above referenced project (the "Project" or "Undertaking"). Please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings, workshops and scheduled approvals concerning this Project. Please also incorporate these comments into the record of approval for this Project.

The Tribe submits these comments concerning the Project's potential impacts to cultural resources in conjunction with the environmental review of the Project and to assist Caltrans and the Federal Highway Administration (FHWA) in preparing the Area of Potential Effects (APE) for the Undertaking. Tribal assistance with the APE will assist with designing a mutually beneficial roadway that also avoids and protects sensitive and sacred tribal and cultural resources located in the area. The Tribe has worked with Caltrans and the Riverside County Transportation Department (RCTD) on this Project for almost a decade and we will continue to work with RCTD, Caltrans and the FHWA to develop appropriate mitigation for the cultural resources that will be impacted during development of this Project. We further request continued sharing of maps and other documents that assists the Tribe with refining their areas of concern.

Chairperson:  
Germaine Arenas

Vice Chairperson:  
Mary Bear Magee

Committee Members:  
Evie Gerber  
Darlene Miranda  
Bridgett Barcello Maxwell  
Aurelia Marruffo  
Richard B. Searce, III

Director:  
Gary DuBois

Coordinator:  
Paul Macarro

Cultural Analyst:  
Anna Hoover

The Tribe further appreciates being invited to become a Participating Agency on this important Project. As Caltrans and the FHWA are aware, Cajalco Road passes through several highly sensitive areas of Luiseño territory and the Tribe will continue to work to avoid and protect these areas. At this time, the Tribe cannot confirm their participation as a Participating Agency. Because we are a sovereign government, these types of requests must be fully vetted through our Cultural Committee and potentially through our Tribal Council. Therefore, we request additional time in order to complete our internal process.

### **CALTRANS AND THE FHWA MUST INCLUDE INVOLVEMENT OF AND CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL REVIEW PROCESS**

It has been the intent of the Federal Government<sup>1</sup> and the State of California<sup>2</sup> that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that the project lies within the Pechanga Tribe's traditional territory. Therefore, in order to comply with CEQA, NEPA, Section 106 and other applicable Federal and California law, it is imperative that Caltrans and FHWA consult with the Tribe in order to guarantee an adequate basis of knowledge for an appropriate evaluation of the Project effects, as well as generating adequate mitigation measures.

### **PREVIOUS HISTORY WITH THIS PROJECT AREA AND TRIBAL CULTURAL AFFILIATION**

The Pechanga Tribe asserts that the proposed Undertaking is part of Luiseño, and therefore the Tribe's, aboriginal territory. This is evidenced by the existence of Luiseño place names, *tóota yixélval* (rock art, pictographs, petroglyphs), village complexes, and an extensive Luiseño artifact record in the proposed APE and within the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as extensive history with both this Project and other projects within the area.

The Tribe has submitted numerous letters regarding various Projects impacting this area as well as providing detailed evidence and supporting documents on the Tribe's cultural

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<sup>1</sup>See e.g., Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments, Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments, Executive Memorandum of September 23, 2004 on Government-to-Government Relationships with Tribal Governments, and Executive Memorandum of November 5, 2009 on Tribal Consultation.

<sup>2</sup> See California Public Resource Code §5097.9 et seq.; California Government Code §§65351, 65352.3 and 65352.4

affiliation to this area. Those letters provide ample background information on the Tribe's history, concerns and involvement with this Project and the cultural landscape in which it sits. Those letters are attached hereto and incorporated fully herein. Rather than repeat our prior comments to this effect, we refer Caltrans and FHWA to the attached comment letters for this information.

The Tribe welcomes the opportunity to meet with Caltrans and FHWA to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction.

### **PROJECT IMPACTS TO CULTURAL RESOURCES**

The proposed Undertaking and the Alternatives are located in a highly sensitive region of Luiseño territory and the Tribe knows that subsurface resources will be recovered during ground-disturbing activities. The Tribe has over thirty-five (35) years of experience in working with various types of construction projects throughout its territory. The combination of this knowledge and experience, along with the knowledge of the culturally-sensitive areas and oral tradition, is what the Tribe relies on to make fairly accurate predictions regarding the likelihood of subsurface resources in a particular location.

Multiple village complexes can be found within a close proximity to the Project. Beginning on the western side of the APE is *Paxávxá*. Several ethnographic sources place *Paxávxá* at Temescal, which also incorporated Glen Ivy Hot Springs. In the early 1930's, linguist and Bureau of American Ethnology employee John P. Harrington accompanied several Luiseño consultants from Corona to Temecula on a place name trip. They identified several Luiseño villages and places along what is now known as Interstate 15. The closest known village to the western section of the proposed APE is *Túu'uv*, located in what is now the southeastern area of Cajalco Road and the I-15 interchange. *Túu'uv* is mentioned in traditional songs and is named in a long list of places located within traditional Luiseño territory. One of Harrington's consultants remembers stopping there with her parents to gather cactus fruits. This area is generally considered to be more ancient than the surrounding areas. There are over thirty petroglyphs sites located in the canyon to the north of the Serrano Specific Plan Project and these *tóota yixélval* exhibit distinct Luiseño visual elements. Another named place to the south of *Túu'uv* is *'anóonga*. This place name is derived from the word *'anó* meaning coyote, and is to the east of *Paxávxá*. The ancient trail which stretched from the coast to the San Jacinto Plain connected *Paxávxá*, *anóonga* and *Túu'uv* with the large villages in the Lake Matthews/*Qaxáalku* region and the villages further east. This trail is now the present-day Cajalco Road.

Cajalco Road and the APE extend through one of the densest Luiseño village complexes known as *Qaxáalku*. The etymology of the Spanish word Cajalco derives from the Luiseño word for "place of quail." The suffix "ku" is considered a more archaic form of the suffix "anga," which means place of (as in Pechanga...place of dripping water). Throughout the region

containing *Qaxáalku* there are still quail but almost as important are the *kukúulam*, or burrowing owl, that once lived there in large numbers. The areas separated by low-lying bedrock boulders provide an ideal habitat for the owls and have been seen on vacant lands east of Wood Road. J.P. Harrington's/Pechanga informant Celestine Ahuayo relates: "*the (that type of) area was known as kukúulam pomkí, which means where the ground owl houses.*" *Kukúul*/burrowing owl is important for the Luiseño because of his status in our Creation Story. Father Boscana wrote of the burrowing owl's role in the Story: '*It was determined by (the lower animals) that Father Wuyóot should received his death by means of poison. Kukúulmal (the small burrowing owl) perceived this and immediately gave the information to Wuyóot.*' Eventually, *Wuyóot* did succumb to poison but the burrowing owl gained a distinction in our Luiseño songs as a good messenger. The *Payómkawichum* (Luiseño people) would have revered the area where this "good apostle" lived by living there as well.

Within the *Qaxáalku* complex, there are at least seven recorded cupule boulders and many others with painted markings (pictographs). Additionally, beyond the numerous bedrock mortars and slicks, are four ancestral quartz quarry locations. Quartz points were important to the *Payómkawichum* because it is taught that *Suukat* (deer), who gave his life for the starving People in our Creation Story, could only be taken by a point made of quartz.

The Tribe has much more information than it can provide in this letter. We request to continue consultation with Caltrans and FHWA to provide this sensitive and important data. Furthermore, given the sensitivity of the area, inadvertent discoveries are foreseeable impacts and should be appropriately mitigated for within the confines of the Project. The identification of surface resources during an archaeological survey should not be the sole determining factor in deciding whether mitigation measures for inadvertent discoveries are required. The cultural significance of the area should play a large part in determining whether specifications concerning unanticipated discoveries should be included and, as we have indicated above, the Tribe contains this cultural information that can assist to preserve, protect and avoid Luiseño cultural resources.

### **REQUESTED TRIBAL INVOLVEMENT AND MITIGATION**

As we have demonstrated above, the proposed Project is on land that is within the traditional territory of the Pechanga Band of Luiseño Indians and with which they are extremely knowledgeable. The Pechanga Band is not opposed to this Project and, in fact, appreciates the improvements that are proposed for Cajalco Road, so long as those improvements do not subvert County conditions of approval and mitigation measures already in place for the protection of certain cultural sites in perpetuity. The Tribe's primary concerns stem from the Project's proposed impacts on Native American cultural resources. The Tribe is concerned about both the protection of unique and irreplaceable cultural resources, such as Luiseño village sites, sacred sites and archaeological items which would be displaced by ground disturbing work on the Project, and on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of the work.



The Tribe requests to continue to be involved and participate with Caltrans and the FHWA in assuring that an adequate environmental assessment is completed, those resources already protected by County conditions and mitigation measures remain unharmed and in developing all monitoring and mitigation plans and measures for the duration of the Project. In addition, given the sensitivity of the Project area, it is the position of the Pechanga Tribe that Pechanga tribal monitors be required to be present during all ground-disturbing activities conducted in connection with the Project, including any archeological surveys and excavations, geologic borings and other types of earthmoving performed.

The CEQA Guidelines state that lead agencies should make provisions for inadvertent discoveries of cultural resources (CEQA Guidelines §15064.5). As such, it is the position of the Pechanga Tribe that an agreement specifying appropriate treatment of inadvertent discoveries of cultural resources be executed between the Project Applicant and the Pechanga Tribe.

The Tribe believes that adequate cultural resources assessments and management must always include a component which addresses inadvertent discoveries. Every major State and Federal law dealing with cultural resources includes provisions addressing inadvertent discoveries (See e.g.: CEQA (Cal. Pub. Resources Code §21083.2(i); 14 CCR §1506.5(f)); Section 106 (36 CFR §800.13); NAGPRA (43 CFR §10.4). Moreover, most state and federal agencies have guidelines or provisions for addressing inadvertent discoveries (See e.g.: FHWA, Section 4(f) Regulations - 771.135(g); CALTRANS, Standard Environmental Reference - 5-10.2 and 5-10.3). Because of the extensive presence of the Tribe's ancestors within the Project area, it is not unreasonable to expect to find vestiges of that presence. Such cultural resources and artifacts are significant to the Tribe as they are reminders of their ancestors. Moreover, the Tribe is expected to protect and assure that all cultural sites of its ancestors are appropriately treated in a respectful manner. Therefore, as noted previously, it is crucial to adequately address the potential for inadvertent discoveries.

Further, the Pechanga Tribe believes that if human remains are discovered, State law would apply and the mitigation measures for the permit must account for this. According to the California Public Resources Code, § 5097.98, if Native American human remains are discovered, the Native American Heritage Commission must name a "most likely descendant," who shall be consulted as to the appropriate disposition of the remains. Given the Project's location in Pechanga territory, the Pechanga Tribe intends to assert its right pursuant to California law with regard to any remains or items discovered in the course of this Project.

The Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts.

The Pechanga Tribe looks forward to working together with Caltrans and FHWA in protecting the invaluable Pechanga cultural resources found in the APE and its vicinity. Please

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contact me at 951-770-8104 once you have had a chance to review these comments if you should have any questions or concerns. Thank you.

Sincerely,



Anna Hoover  
Cultural Analyst

Cc Pechanga Office of the General Counsel  
Brenda Tomaras, Tomaras & Ogas, LLP  
Gary Jones, Caltrans Project Archaeologist  
Mary Zambon, RCTD Environmental Project Manager

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### **Attachments**

### **Pechanga Tribe Comments to RCTD Regarding the NOP for an EIR – Cajalco Road Widening**

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*Pechanga Cultural Resources • Temecula Band of Luiseño Mission Indians  
Post Office Box 2183 • Temecula, CA 92592*

*Sacred Is The Duty Trusted Unto Our Care And With Honor We Rise To The Need*



## PECHANGA CULTURAL RESOURCES

*Temecula Band of Luiseño Mission Indians*

Post Office, Box 2183 • Temecula, CA 92593  
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October 21, 2011

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Germaine Arenas

Vice Chairperson:  
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Committee Members:  
Evie Gerber  
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Bridgett Barcello Maxwell  
Aurelia Marruffo  
Richard B. Searce, III

Director:  
Gary DuBois

Coordinator:  
Paul Macarro

Cultural Analyst:  
Anna Hoover

### VIA E-MAIL and USPS

Ms. Mary Zambon  
Environmental Project Manager  
Riverside County Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

### **Re: Pechanga Tribe Comments on the Notice of Preparation for the Cajalco Road Widening and Safety Enhancement Project**

Dear Ms. Zambon:

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government, concerning the Cajalco Road Widening and Safety Enhancement Project. The Tribe formally requests, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire CEQA and NEPA environmental review process for the duration of the above referenced project (the "Project"). Please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. Please also incorporate these comments into the record of approval for this Project.

The Tribe submits these comments concerning the Project's potential impacts to cultural resources in conjunction with the environmental review of the Project and to assist the Riverside County Transportation Department (RCTD), Caltrans and the Federal Highway Administration (FHWA) in preparing appropriate mitigation for the cultural resources that may be discovered during development of this Project. The Tribe knows of cultural resources located near the vicinity and with the Area of Potential Effect (APE) of the Project. The Project passes through at least one known Luiseño village complex/archaeological district and potentially several other activity areas.

The Tribe has had a long relationship with the County, RCTD, Caltrans and FHWA on this and related Projects. Because the Tribe retains cultural information that archaeologists do not necessarily have access to, it is imperative that the County continue consultation with the Tribe. We hope to continue working together to develop adequate preservation, avoidance and mitigation measures for this Project.



**THE RCTD, CALTRANS AND FHWA MUST INCLUDE INVOLVEMENT OF AND  
CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL  
REVIEW PROCESS**

It has been the intent of the Federal Government<sup>1</sup> and the State of California<sup>2</sup> that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that the project lies within the Pechanga Tribe's traditional territory. Therefore, in order to comply with CEQA, NEPA and other applicable Federal and California law, it is imperative that the RCTD, Caltrans and FHWA consult with the Tribe in order to guarantee an adequate basis of knowledge for an appropriate evaluation of the Project effects, as well as generating adequate mitigation measures.

**PECHANGA CULTURAL AFFILIATION TO PROJECT AREA**

The Pechanga Tribe asserts that the Project APE is part of Luiseño, and therefore the Tribe's, aboriginal territory. This is evidenced by the existence of Luiseño place names, *tóota yixélval* (rock art, pictographs, petroglyphs), village complexes, and an extensive Luiseño artifact record in the APE and within the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as extensive history with both this Project and other projects within the area.

D. L. True, C. W. Meighan, and Harvey Crew<sup>3</sup> stated that the California archaeologist is blessed "with the fact that the nineteenth-century Indians of the state were direct descendents of many of the Indians recovered archaeologically, living lives not unlike those of their ancestors." Similarly, the Tribe knows that their ancestors lived on this land and that the Luiseño peoples still live in their traditional lands. The Pechanga Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Many anthropologists and historians who have proposed boundaries of the Luiseño traditional territory have included the Project area in their descriptions (Kroeber 1925; Drucker 1939; Heizer and Whipple 1951; Smith and Freers 1994). With the exception of Smith and Freers who based their findings on rock art types, these boundaries were determined from

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<sup>1</sup>See e.g., Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments, Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments, Executive Memorandum of September 23, 2004 on Government-to-Government Relationships with Tribal Governments, and Executive Memorandum of November 5, 2009 on Tribal Consultation.

<sup>2</sup>See California Public Resource Code §5097.9 et seq.; California Government Code §§65351, 65352.3 and 65352.4

<sup>3</sup>D. L. True, C. W. Meighan, and Harvey Crew. Archaeological Investigations at Molpa, San Diego County, California, *University of California Press* 1974 Vol. 11, 1-176

information provided to the ethnographers by Luiseño consultants. The Pechanga Tribe bases the Luiseño territory boundaries on descriptions communicated to the Pechanga people by our elders.

While historic accounts and anthropological and linguistic theories are important in determining traditional Luiseño territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions. Luiseño history originates with the creation of all things at '*éxva Teméeku*, in the present day City of Temecula, and dispersing out to all corners of creation (what is today known as Luiseño territory). It was at Temecula that the Luiseño deity *Wuyóot* lived and taught the people, and here that he became sick, finally expiring at Lake Elsinore. Many of our songs relate the tale of the people taking the dying *Wuyóot* to the many hot springs at Elsinore, where he died (DuBois 1908). He was cremated at '*éxva Teméeku*. It is the Luiseño creation account that connects Elsinore to Temecula, and thus to the Temecula people who were evicted and moved to the Pechanga Reservation, and now known as the Pechanga Band of Luiseño Mission Indians (the Pechanga Tribe). From Elsinore, the people spread out, establishing villages and marking their territories. The first people also became the mountains, plants, animals and heavenly bodies.

Many traditions and stories are passed from generation to generation by songs. One of the Luiseño songs recounts the travels of the people to Elsinore after a great flood (DuBois 1908). From here, they again spread out to the north, south, east and west. Three songs, called *Moníivol*, are songs of the places and landmarks that were destinations of the Luiseño ancestors, several of which are located near the Project area. They describe the exact route of the Temecula (Pechanga) people and the landmarks made by each to claim title to places in their migrations (DuBois 1908:110). Further, the story of *Táakwish* and *Tukupar* includes place names for events from the Idyllwild area to the Glen Ivy/Corona area (Kroeber 1906), which encompasses the Project area. In addition, Pechanga elders state that the Temecula/Pechanga people had usage/gathering rights to an area extending from Rawson Canyon on the east, over to Lake Mathews on the northwest, down Temescal Canyon to Temecula, eastward to Aguanga, and then along the crest of the Cahuilla range back to Rawson Canyon. The Project area is located within the south central area of this culturally affiliated territory. The Native American Heritage Commission (NAHC) Most Likely Descendent (MLD) files substantiate this habitation and migration record from oral tradition. These examples illustrate a direct correlation between the oral tradition and the physical place; proving the importance of songs and stories as a valid source of information outside of the published anthropological data.

*Tóota yixélval* (rock art) is also an important element in the determination of Luiseño territorial boundaries. *Tóota yixélval* can consist of petroglyphs (incised) elements, or pictographs (painted) elements. The science of archaeology tells us that places can be described through these elements. Riverside and Northern San Diego Counties are home to red-pigmented pictograph panels. Archaeologists have adopted the name for these pictograph-versions, as defined by Ken Hedges of the Museum of Man, as the San Luis Rey style. The San Luis Rey style incorporates elements which include chevrons, zig-zags, dot patterns, sunbursts, handprints, net/chain, anthropomorphic (human-like) and zoomorphic (animal-like) designs. Tribal

historians and photographs inform us that some design elements are reminiscent of Luiseño ground paintings. A few of these design elements, particularly the flower motifs, the net/chain and zig-zags, were sometimes depicted in Luiseño basket designs and can be observed in remaining baskets and textiles today.

An additional type of *tóota yixélval*, identified by archaeologists also as rock art or petroglyphs, are cupules. Throughout Luiseño territory, there are certain types of large boulders, taking the shape of mushrooms or waves, which contain numerous small pecked and ground indentations, or cupules. Many of these cupule boulders have been identified within the Project's APE. Additionally, according to historian Constance DuBois:

When the people scattered from Ekvo Temeko, Temecula, they were very powerful. When they got to a place, they would sing a song to make water come there, and would call that place theirs; or they would scoop out a hollow in a rock with their hands to have that for their mark as a claim upon the land. The different parties of people had their own marks. For instance, Albañas's ancestors had theirs, and Lucario's people had theirs, and their own songs of Munival to tell how they traveled from Temecula, of the spots where they stopped and about the different places they claimed (1908:158).

Pechanga's cultural affiliation had been evidenced by the Tribe's role as lead consulting tribe on numerous projects within and immediately surrounding the Project APE. In the mid-1970's, Pechanga elders worked with archaeologists to identify and record archaeological sites in the Lake Matthews/Dawson Ranch area for the 500 kV line of the Meniffee/Mira Loma Tap. In more recent years, the Tribe played a crucial role in the Boulder Heights and Boulder Springs Projects near Cajalco and Wood Roads in which the environmental documents and archaeological reports concluded the Pechanga Tribe was the culturally affiliated tribe for the area. The Tribe was specifically written into the mitigation measures for the Boulder Springs/Boulder Heights Project, and the agreements concerning cultural resources protection were entered into between the project applicant, the Lead Agency (Riverside County) and the Tribe. In addition, Pechanga was the lead consulting tribe for the Gavilan Hills project located south of Lake Matthews and which this Project may also impact, which contained portions of a large village complex. The Tribe, Lead Agency and project applicant consulted and reached an agreement to avoid significant places within the project area.

In addition, the Tribe has been named MLD (Most Likely Descendent) by the California Native American Heritage Commission (NAHC) on numerous finds of Native American human remains in the vicinity of the Project, including Glen Ivy in south Corona/Temesca Valley, Lake Matthews and adjacent areas and Winchester Ridge in Meniffee. Additionally, in 2003, the Pechanga Tribe was designated as the culturally affiliated Tribe for this geographical region by LSA Associates for the March Joint Powers Authority (Schroth 1999). Further, lands in the Meadowbrook area of the County were placed into federal trust for the Pechanga Tribe. This

property is considered a discontinuous portion of the Pechanga Reservation, and is located less than eight miles from the existing Cajalco Road.

Thus, our songs and stories, our indigenous place names, as well as academic works, demonstrate that the Luiseño people who occupied what we know today as Murrieta, Temecula, and the areas in between are ancestors of the present-day Luiseno/Pechanga people, and as such, Pechanga is culturally affiliated to this geographic area.

The Tribe welcomes the opportunity to meet with the RCTD, Caltrans and FHWA to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction.

### **PREVIOUS HISTORY WITH THIS PROJECT AREA**

#### **Cajalco Creek Site**

The Pechanga Tribe first became involved in projects in this area specifically when it was first made aware of the Boulder Springs Project in 2003. At that time, the Boulder Springs project was before the Board of Supervisors for Specific Plan Amendment approval. In December of 2003, the Pechanga Band directed a letter to the Board regarding concerns it had with deficiencies in the environmental review, specifically with regard to the cultural resources study. Further, the Pechanga Band notified the County of a sacred ceremonial site which was within the Specific Plan and also potentially impacted by County transportation corridor projects.

As part of the SPA approval, as well as approvals for the implicated tracts of the Boulder Springs Specific Plan, mitigation measures and conditions of approval (through the Board of Supervisor's resolution) were placed on the project which required preservation and protection in perpetuity of the sites to be placed in open space. Further, the County agreed, as part of the SPA, to limit the Right-Of-Way (ROW) dedication requirement in the area of these cultural sites - that is, the open space areas which abut Cajalco Road would not be included in any ROW dedications. In fact, this was done because the Tribe indicated its opposition to any impacts to the already protected site being allowed by then proposed Cajalco Road widening projects.

In 2007 and 2008, the Tribe, the County and the Developer of the Boulder Springs Specific Plan had multiple meetings and discussions to arrive at an acceptable interim solution for addressing both the preservation of the site and the possible widening of Cajalco Road. Ultimately, an environmental constraints sheet to be attached to Parcel Map 32312 was agreed to by the County, Developer and Tribe. While the Map was never ultimately recorded because of financial issues with the Developer, the Tribe expects the County to abide by not only its prior mitigation measures and conditions of approval but also subsequent agreements regarding the restriction of Cajalco Road at and near the cultural sites. (Attached hereto is a copy of the agreed upon ECS language.)



### Gavilan Hills

The Tribe initially submitted comments on the Gavilan Hills Specific Plan in 2003 and continued consulting and submitting information to the County for the next several years. During this time, the project went through changes to the SP, resulting in a new Notice of Preparation being issued in 2007. The Tribe submitted comments, specifically regarding the adequacy of the environmental document, archaeological study and the final conclusions regarding significance of the sites located on the property. The study did not take into account that there is a connection between the sites, primarily that they are all part of a larger village complex. Additionally, the Tribe also identified a highly sensitive area that was originally slated for destruction.

The Tribe worked closely with the County and the Project applicant in order to develop acceptable mitigation measures regarding avoidance and preservation of the cultural sites. This included developing a preferred location for the MCP to pass through the project which would cause the least amount of destruction to the sites. The project was recently approved and the Tribe expects these mitigation measures will be followed by the County.

### Mid-County Parkway Project

The Tribe became involved with the Mid-County Parkway (MCP) project as early as 2005, in large part because of the potential impacts to the Cajalco Creek Site as well as the Gavilan Hills sites. Since that time, the Pechanga Tribe has consistently monitored, consulted and participated in the evaluations of cultural resources for both the original MCP project, as well as the new reduced project with the full intent of holding the County to its legal commitments regarding the protection and preservation of cultural sites.

## **PROJECT IMPACTS TO CULTURAL RESOURCES**

The proposed Project and the Alternatives are located in a highly sensitive region of Luiseño territory and the Tribe knows that subsurface resources will be recovered during ground-disturbing activities. The Tribe has over thirty-five (35) years of experience in working with various types of construction projects throughout its territory. The combination of this knowledge and experience, along with the knowledge of the culturally-sensitive areas and oral tradition, is what the Tribe relies on to make fairly accurate predictions regarding the likelihood of subsurface resources in a particular location.

Multiple village complexes can be found within a close proximity to the Project. Beginning on the western side of the Project APE is *Paxávxá*. Several ethnographic sources place *Paxávxá* at Temescal, which also incorporated Glen Ivy Hot Springs. In the early 1930's, linguist and Bureau of American Ethnology employee John P. Harrington accompanied several Luiseño consultants from Corona to Temecula on a place name trip. They identified several

Luiſeño villages and places along what is now known as Interstate 15. The closest known village to the western section of the proposed APE is *Tíuu'uv*, located in what is now the southeastern area of Cajalco Road and the I15 interchange. *Tíuu'uv* is mentioned in traditional songs and is named in a long list of places located within traditional Luiſeño territory. One of Harrington's consultants remembers stopping there with her parents to gather cactus fruits. This area is generally considered to be more ancient than the surrounding areas. There are over thirty petroglyphs sites located in the canyon to the north of the Serrano Specific Plan Project. These *tóota yixélval* exhibit distinct Luiſeño visual elements. Another named place to the south of *Tíuu'uv* is *'anóonga*. This place name is derived from the word *'anó* meaning coyote, and is to the east of *Paxávxa*. The ancient trail which stretched from the coast to the San Jacinto Plain connected *Paxávxa*, *anóonga* and *Tíuu'uv* with the large villages in the Lake Matthews/*Qaxáalku* region and the villages further east. This trail became the present-day Cajalco Road.

Cajalco Road and the APE extend through one of the densest Luiſeño village complexes known as *Qaxáalku*. The etymology of the Spanish word Cajalco derives from the Luiſeño word for "place of quail." The suffix "ku" is considered a more archaic form of the suffix "anga," which means place of (as in Pechanga...place of dripping water). Throughout the region containing *Qaxáalku* there are still quail but almost as important are the *kukúulam*, or burrowing owl, that once lived there in large numbers. The areas separated by low-lying bedrock boulders provide an ideal habitat for the owls and have been seen on vacant lands east of Wood Road. J.P. Harrington's/Pechanga informant Celestine Ahuayo relates: "*the (that type of) area was known as kukúulam pomkí, which means where the ground owl houses.*" *Kukúul*/burrowing owl is important for the Luiſeño because of his status in our Creation Story. Father Boscana wrote of the burrowing owl's role in the Story: '*It was determined by (the lower animals) that Father Wuyóot should received his death by means of poison. Kukúulmal (the small burrowing owl) perceived this and immediately gave the information to Wuyóot.*' Eventually, *Wuyóot* did succumb to poison but the burrowing owl gained a distinction in our Luiſeño songs as a good messenger. The *Payómkawichum* (Luiſeño people) would have revered the area where this "good apostle" lived by living there as well.

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The Tribe has much more information than is able to be provided in this letter. We request to continue consultation with the RCTD, Caltrans and FHWA to provide this sensitive and important data. Furthermore, given the sensitivity of the area, inadvertent discoveries are foreseeable impacts and should be appropriately mitigated for within the confines of the Project. The identification of surface resources during an archaeological survey should not be the sole determining factor in deciding whether mitigation measures for inadvertent discoveries are required. The cultural significance of the area should play a large part in determining whether

specifications concerning unanticipated discoveries should be included and, as we have indicated above, the Tribe contains this cultural information that can assist to preserve, protect and avoid Luiseño cultural resources.

### **REQUESTED TRIBAL INVOLVEMENT AND MITIGATION**

As we have demonstrated above, the proposed Project is on land that is within the traditional territory of the Pechanga Band of Luiseño Indians. The Pechanga Band is not opposed to this Project and, in fact, appreciates the improvements that are proposed for Cajalco Road, so long as those improvements do not subvert County conditions of approval and mitigation measures already in place for the protection of certain cultural sites in perpetuity. The Tribe's primary concerns stem from the Project's proposed impacts on Native American cultural resources. The Tribe is concerned about both the protection of unique and irreplaceable cultural resources, such as Luiseño village sites, sacred sites and archaeological items which would be displaced by ground disturbing work on the Project, and on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of the work.

The Tribe requests to continue to be involved and participate with the RCTD, Caltrans and the FHWA in assuring that an adequate environmental assessment is completed, and in developing all monitoring and mitigation plans and measures for the duration of the Project. In addition, given the sensitivity of the Project area, it is the position of the Pechanga Tribe that Pechanga tribal monitors be required to be present during all ground-disturbing activities conducted in connection with the Project, including any archeological surveys and excavations performed.

The CEQA Guidelines state that lead agencies should make provisions for inadvertent discoveries of cultural resources (CEQA Guidelines §15064.5). As such, it is the position of the Pechanga Tribe that an agreement specifying appropriate treatment of inadvertent discoveries of cultural resources be executed between the Project Applicant and the Pechanga Tribe.

The Tribe believes that adequate cultural resources assessments and management must always include a component which addresses inadvertent discoveries. Every major State and Federal law dealing with cultural resources includes provisions addressing inadvertent discoveries (See e.g.: CEQA (Cal. Pub. Resources Code §21083.2(i); 14 CCR §1506a.5(f)); Section 106 (36 CFR §800.13); NAGPRA (43 CFR §10.4). Moreover, most state and federal agencies have guidelines or provisions for addressing inadvertent discoveries (See e.g.: FHWA, Section 4(f) Regulations - 771.135(g); CALTRANS, Standard Environmental Reference - 5-10.2 and 5-10.3). Because of the extensive presence of the Tribe's ancestors within the Project area, it is not unreasonable to expect to find vestiges of that presence. Such cultural resources and artifacts are significant to the Tribe as they are reminders of their ancestors. Moreover, the Tribe is expected to protect and assure that all cultural sites of its ancestors are appropriately

treated in a respectful manner. Therefore, as noted previously, it is crucial to adequately address the potential for inadvertent discoveries.

Further, the Pechanga Tribe believes that if human remains are discovered, State law would apply and the mitigation measures for the permit must account for this. According to the California Public Resources Code, § 5097.98, if Native American human remains are discovered, the Native American Heritage Commission must name a "most likely descendant," who shall be consulted as to the appropriate disposition of the remains. Given the Project's location in Pechanga territory, the Pechanga Tribe intends to assert its right pursuant to California law with regard to any remains or items discovered in the course of this Project.

### **PROJECT MITIGATION MEASURES**

The Tribe understands that an Environmental Impact Report still must be prepared for this Project. The Tribe intends to work with the RCTD, Caltrans, FHWA and Project Archaeologist to thoroughly evaluate and assess potential impacts to the Project APE. Once that process is completed, the Tribe is requesting that further meetings and consultations be held to develop appropriate mitigation to specifically address impacts to any sites or resources found during the archaeological site assessments. For the present time, the Tribe asks that, at a minimum, the RCTD include all mitigation from the Boulder Springs Specific Plan and Gavilan Hills Specific Plan regarding the protection and preservation of cultural sites which have the potential to be impacted by the Project, as well as the following mitigation measures in its environmental assessment documents:

- MM 1** Prior to beginning project construction, the Project Applicant shall retain a Riverside County qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.
- MM 2** At least 30 days prior to beginning project construction, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the RCTD and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.
- MM 3** Prior to beginning project construction, the Project Archaeologist shall file a pre-grading report with the RCTD (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the



requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in MM 2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the appropriate Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Tribal monitors shall be allowed to monitor all grading, excavation and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.

- MM 4** If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in MM 2.
- MM 5** The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project area to the appropriate Tribe for proper treatment and disposition.
- MM 6** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.
- MM 7** If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer, the project archaeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. If the Developer, the project archaeologist and the Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Planning Director for decision. The Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the Planning Commission and/or Board of Supervisors.

Pechanga Comment Letter to the Riverside County Transportation Department  
Re: Pechanga Tribe Comments on the NOP for the Cajalco Road Widening Project  
October 21, 2011  
Page 11

The Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts. Further, the Tribe reserves the right to participate in the regulatory process and provide comment on issues pertaining to the regulatory process and Project approval.

The Pechanga Tribe looks forward to working together with the RCTD, Caltrans and FHWA in protecting the invaluable Pechanga cultural resources found in the Project APE and vicinity. Please contact me at 951-770-8104 once you have had a chance to review these comments so that we might address the issues concerning the mitigation language. Thank you.

Sincerely,



Anna Hoover  
Cultural Analyst

Cc Pechanga Office of the General Counsel  
Brenda Tomaras, Tomaras & Ogas, LLP

ACCEPTED ECS LANGUAGE FOR Language for Parcel Map No. 32312:

A portion of this parcel, which encompasses CA-RIV-816 (as defined by "Archaeological Testing and Data Recovery at the Cajalco Creek Site" dated January 2006), shall be subject to two separate conservation easements. The first, (North Easement) shall include the majority of the property. Both easements shall restrict, in perpetuity, the use of the Property solely for open space conservation purposes for the preservation of resources and shall prohibit all of the following on any portion of the easement: ground-disturbing activities; grading; excavation; construction, erection or placement of any building or structure; placement of sidewalks or walking trails; vehicular activities; trash dumping; pedestrian activities; physical occupation or trespass; or use for any purpose other than open space for the preservation of resources as set forth in the easements. However, the second, (South Easement), shall allow certain road improvement development and road maintenance activities, to be agreed upon by the property owner ("Owner") and the Pechanga Band of Luiseno Indians ("Pechanga"), related to the future expansion of Cajalco Road. The easements shall be recorded upon completion of road improvement plans for expansion of Cajalco Road, which are to be developed in consultation with Pechanga, and prior to commencement of any road improvement development activities, or such other time mutually agreed to by Owner and Pechanga.



Waste Management – El Sobrante Landfill  
10910 Dawson Canyon Road  
Corona, CA 92883

November 12, 2012

Mr. Aaron Burton  
Senior Environmental Planner  
California Department of Transportation  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor  
MS 829, San Bernardino, CA 92401-1400

Subject: Cajalco Road Widening Project

Dear Mr. Burton:

I appreciate the opportunity to share our input on the Cajalco Road widening project. To my knowledge, two build alternatives and a No-Build Alternative are being considered and will be evaluated in an environmental impact statement (EIS). Build Alternative 1 would widen existing Cajalco Road with minor alignment changes between I-215 and Temescal Canyon Road. Build Alternative 2 would widen existing Cajalco Road between I-215 and Hollis Lane and between east of Eagle Canyon Road and Temescal Canyon Road, would construct a new segment of Cajalco Road between Hollis Lane and east of Eagle Canyon Road, and would include a southerly extension of La Sierra Avenue.

El Sobrante's primary concern is the probable environmental effects that the project will have on the implementation of the El Sobrante Multiple Species Habitat Conservation Plan ("El Sobrante HCP"). The proposed project's Alternative 2 will be immediately adjacent to a portion of El Sobrante's North Preserve lands. The project is likely to adversely impact the value of sensitive habitat that El Sobrante successfully preserved and restored pursuant to the HCP. This and other concerns are set forth in greater detail below.

#### **I. El Sobrante Landfill Background**

The El Sobrante Landfill is a public/private partnership between USA Waste and Riverside County. El Sobrante is a large regional disposal facility with more than 30 years of remaining life. Its location in the Temescal Valley was selected by Riverside County in the early 1980's after an exhaustive siting study was conducted, evaluating more than 15 possible locations. El Sobrante is a critical component of Riverside County's solid waste management system, handling the majority of the solid waste generated by the communities in western Riverside County. It is also an important economic engine for the County, generating more than \$4 million dollars per year in general fund revenue collected from solid waste management system, handling the majority of the solid waste generated by the communities in western Riverside County. It also provides nearly 50 living wage jobs, totaling more than \$4 million per year in wages, benefits and payroll taxes. It also purchases \$3.5 million in operating supplies, goods and services from local vendors and on average will continue to spend more than \$15 million dollars per year for capital purchases such as heavy equipment and landfill construction services.



For USA Waste and its parent company, Waste Management, El Sobrante is one of its largest and most valuable assets in the country. Considerable Company resources are expended annually at El Sobrante to construct the landfill, expand and maintain the infrastructure, and to operate the facility above and beyond California's strict standards. It is a facility that we are exceptionally proud of and will expend considerable effort to insure that it continues to be an asset to both USA Waste and Riverside County through the remainder of its active life, and beyond.

USA Waste has enjoyed a long-term relationship with Riverside County through our public/private partnership at El Sobrante Landfill and through our various recycling and solid waste collection franchises. It is important to USA Waste that this relationship continues with Riverside County for many years to come.

## **II. El Sobrante HCP**

The El Sobrante HCP covers land located within the Western Riverside County Multiple Species Habitat Conservation Plan ("MSHCP") Conservation Area, but its activities are governed by its own approved HCP (See Attachment 1: Regional Location Map). The lands covered are referred to as the HCP Plan Area, which is comprised of the Landfill and Undisturbed Open Space (referred to in this letter as the "Preserve"). The Landfill Area measures approximately 645 acres. Once it is closed, the Landfill will be restored to Riversidian sage scrub habitat according to the El Sobrante HCP. The Undisturbed Open Space, or Preserve, totals approximately 688 acres. (See Attachment 2: HCP Plan Area.)

The HCP covers two federally or state listed species, specifically the Stephens' kangaroo rat (*Dipodomys stephensi*) and the California gnatcatcher (*Polioptila californica californica*). In addition, the HCP covers twenty-nine other plant or animal species, including the Many-stemmed dudleya (*Dudleya multicaulis*). If any of these species become listed, incidental take of the species would be authorized under the incidental take permits. Covered activities include site preparation and landfill construction, waste management operations, closing and capping the landfill, maintenance and monitoring of the site, post-closure monitoring and maintenance, and HCP implementation.

The U.S. Fish & Wildlife Service ("Service") issued incidental take permits under Section 10 of the Endangered Species Act for the El Sobrante HCP on July 24, 2001. The California Department of Fish & Game ("Department") also issued Section 2081 permits in August 2001 pursuant to the California Fish & Game Code. The permits cover an 80-year time period, covering 50 years of operation of the Landfill followed by 30 years of continued monitoring of preserved and restored habitat. At the end of the 80-year term, approximately 1,305 acres will be permanently conserved as protected species habitat.

## **III. Probable Environmental Effects for Review**

### **A. El Sobrante Landfill HCP**

Alternative 2 of the Cajalco Road widening is proposed to extend into County reserve land adjacent to the El Sobrante Landfill Preserve. Under this alternative, the road will be adjacent to the northern border of the El Sobrante Preserve. Currently, the Preserve is not adjacent to any major roads. Cajalco Road widening Alternative 2 would contradict the goals of the El Sobrante HCP.

There will be additional management and habitat replacement costs associated with placing the road adjacent to the El Sobrante Landfill Preserve. Concerns about the effect of the road widening that should be addressed in the EIR/EIS include the following issues:

- Edge effect will cause an effective loss of Preserve land for approximately 500 to 1,000 feet from the road, leading to habitat degradation and loss of use of this area by endangered species such as Stephens' Kangaroo Rat (SKR), and other covered species under the El Sobrante HCP. Additional mitigation lands may be required to replace this loss.
- Road kill will cause the loss of SKR and other covered species. Currently there are no roads adjacent to the Preserve.
- The threat of wildfires and the resultant damage to the El Sobrante Preserve and the Landfill are a significant concern for USA Waste. In 2007, a wildfire generated by an off-road vehicle trespassing on the El Sobrante Preserve scorched nearly 1/3 of the El Sobrante Preserve, including a pristine riparian area and many large cactus patches. The estimate to completely restore these areas is in excess of \$500,000. By locating Alternative 2 so close to the El Sobrante Preserve, the threat of damage from wildfires increases significantly.
- The road would allow illegal access directly into the Preserve that would contribute to the degradation and destruction of habitat. Degraded or lost habitat requires restoration. Additionally, each year, we spend thousands of dollars to protect the Preserve from public trespassing. Alternative 2's close proximity to the Preserve will result in additional costs to mitigate public access.
- Motorists would be able to throw litter into the Preserve from their cars. This litter will need to be removed from the Preserve. The road also will increase the likelihood of illegal dumping in the Preserve due to new access points. Illegally dumped material will need to be removed.
- The road would allow a direct link for invasive weeds and invasive wildlife species to enter the Preserve. Invasive weed invasions will need to be controlled. With Alternative 2's construction, we anticipate that our costs to manage the Preserve will increase by \$120,000 annually for weed and litter control.
- The road will impact the connectivity to the other reserve lands for SKR and other species.
- The road will directly impact an active Burrowing Owl territory on the El Sobrante northern border. This loss will require mitigation.
- The road will result in an increase in noise during the nesting season.

#### **IV. Conclusion**

Of the proposed alternatives, Alternative 2 would have the greatest impact on the Waste Management El Sobrante Landfill and Preserve. It would directly impact the El Sobrante Preserve set aside for preservation of native plant and animal species. Alternative 1 and No Build Alternative would be preferable to Alternative 2.

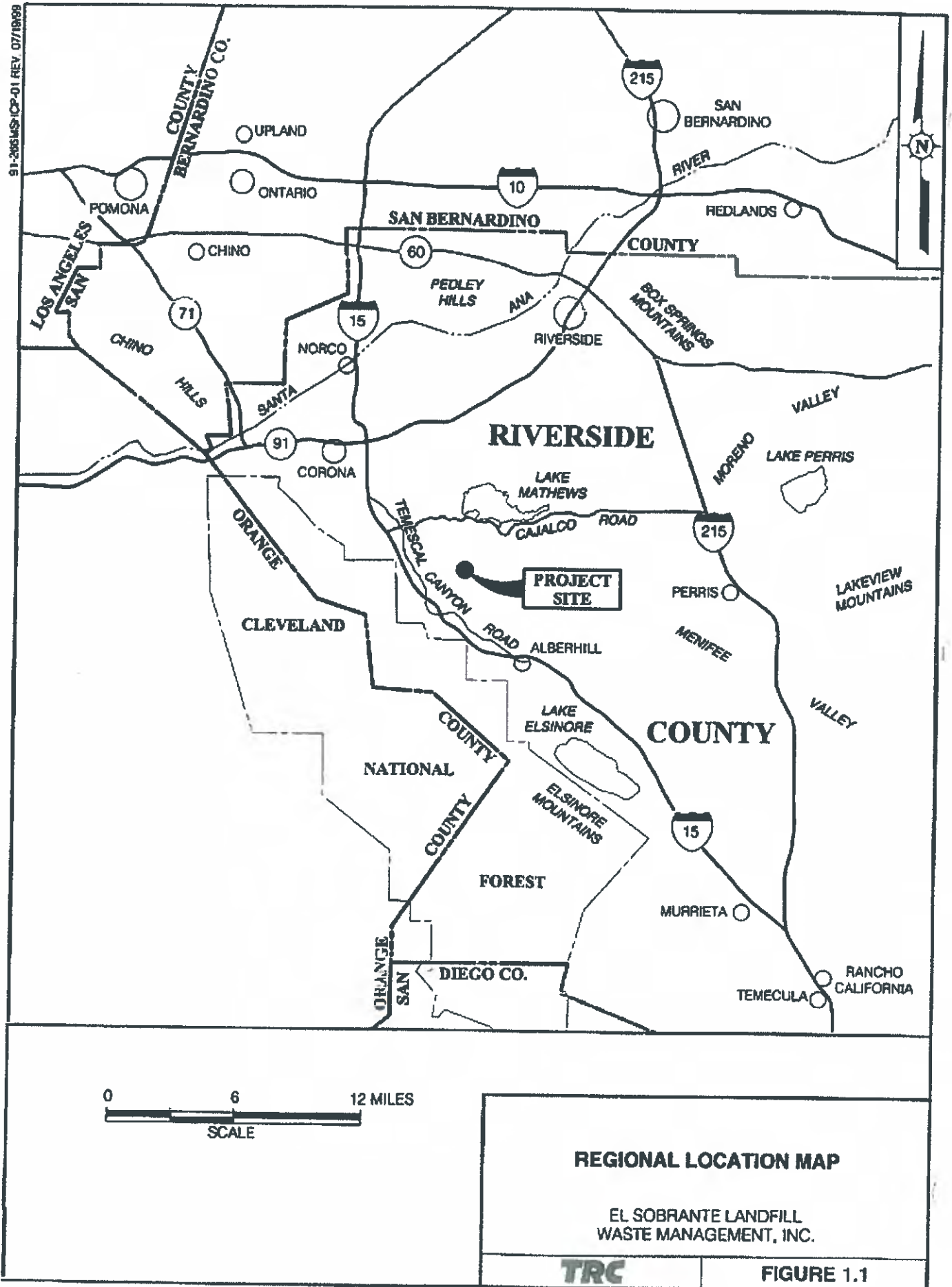
I appreciate the opportunity to comment on the Cajalco Road Widening Project. I request that you thoroughly review each of these concerns in the EIR/EIS and address significant impacts to the El Sobrante Landfill or Preserve with appropriate offsetting mitigation measures.

I look forward to discussing these issues with you further. Please do not hesitate to contact me if you require information regarding the nature and scope of these potentially significant adverse impacts. I can be reached at 951-277-5103 and all correspondence regarding the project should be sent to me at USA Waste of California, Inc., El Sobrante Landfill, 10910 Dawson Canyon Road, Corona, CA 92883.

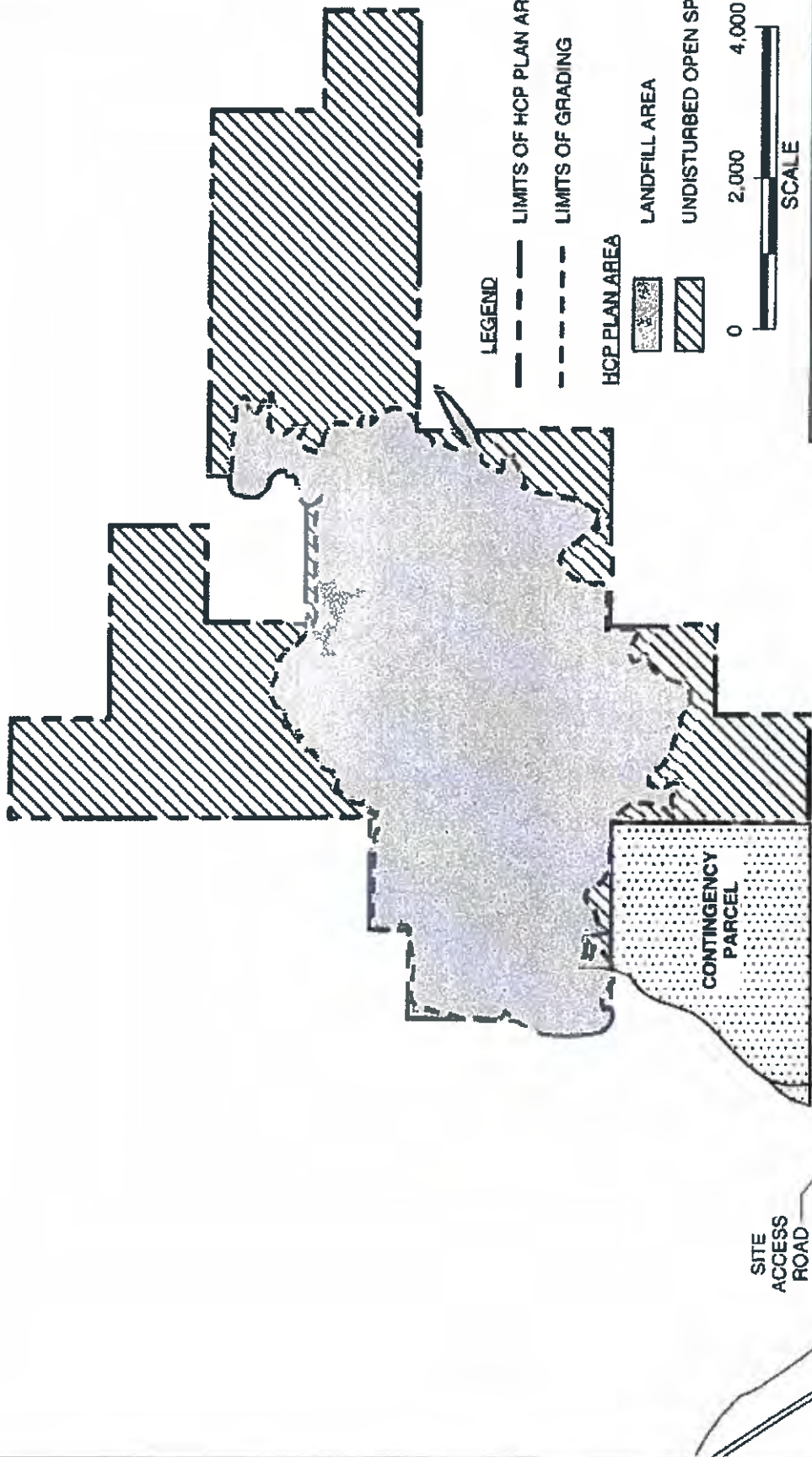
Sincerely,



Mike Williams  
Senior District Manager







### HCP PLAN AREA AND CONTINGENCY PARCEL

EL SOBRANTE LANDFILL  
USA WASTE OF CALIFORNIA

**TRC**

**FIGURE 3**



**RIVERSIDE COUNTY FIRE DEPARTMENT**  
IN COOPERATION WITH  
THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

**John R. Hawkins ~ Fire Chief**  
210 West San Jacinto Avenue ~ Perris, CA 92570  
(951) 940-6900 ~ [www.rvcfire.org](http://www.rvcfire.org)

PROUDLY SERVING THE  
UNINCORPORATED AREAS  
OF RIVERSIDE COUNTY  
AND THE CITIES OF:

BANNING  
BEAUMONT  
CALIMESA  
CANYON LAKE  
COACHELLA  
DESERT HOT SPRINGS  
EASTVALE  
INDIAN WELLS  
INDIO  
LAKE ELSINORE  
LA QUINTA  
MENIFEE  
MORENO VALLEY  
PALM DESERT  
PERRIS  
RANCHO MIRAGE  
RUBIDOUX CSD  
SAN JACINTO  
TEMECULA  
WILDOMAR

**BOARD OF  
SUPERVISORS:**

BOB BUSTER  
DISTRICT 1  
JOHN TAVAGLIONE  
DISTRICT 2  
JEFF STONE  
DISTRICT 3  
JOHN BENOIT  
DISTRICT 4  
MARION ASHLEY  
DISTRICT 5

November 6, 2012

Mr. Aaron Burton  
Senior Environmental Planner  
Environmental Studies "B"  
CAL TRANS  
Division of Environmental Planning  
San Bernardino, CA 92401-1400

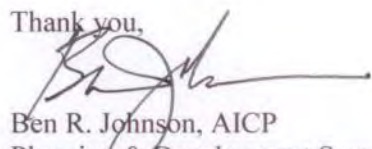
**RE: RCFD comments for EIS Consideration, Cajalco Road Widening Project**

Mr. Burton,

Per your written public notice to both hold public scoping meetings and prepare an EIS for the above referenced project, RCFD has no further comment beyond those provided in an October 3, 2011 letter addressed to Ms. Zambon at Riverside County TLMA concerning this project.

If I can be of further assistance, please contact me at 951-571-8178 or [ben.johnson@fire.ca.gov](mailto:ben.johnson@fire.ca.gov).

Thank you,

  
Ben R. Johnson, AICP  
Planning & Development Supervisor  
Strategic Planning Bureau

**PALA TRIBAL HISTORIC  
PRESERVATION OFFICE**

PMB 50, 35008 Pala Temecula Road  
Pala, CA 92059  
760-891-3510 Office | 760-742-3189 Fax



PALA THPO

October 10, 2012

David Bricker  
Dept of Transportation- Division of Environmental Planning  
464 West Fourth Street, MS 1222  
San Bernardino, CA 92401

Re: Cajalco Road Widening Project

Dear Mr. Bricker,

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

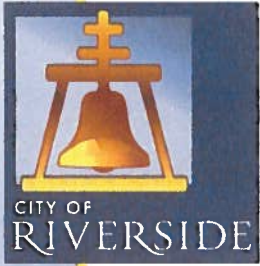
We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. The project is also beyond the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Therefore, we have no objection to the continuation of project activities as currently planned and we defer to the wishes of Tribes in closer proximity to the project area.

We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact me by telephone at 760-891-3515 or by e-mail at [sgaughen@palatribe.com](mailto:sgaughen@palatribe.com).

Sincerely,

Shasta C. Gaughen, PhD  
Tribal Historic Preservation Officer  
Pala Band of Mission Indians

ATTENTION: THE PALA TRIBAL HISTORIC PRESERVATION OFFICE IS RESPONSIBLE FOR ALL REQUESTS FOR CONSULTATION. PLEASE ADDRESS CORRESPONDENCE TO **SHASTA C. GAUGHEN** AT THE ABOVE ADDRESS. IT IS NOT NECESSARY TO ALSO SEND NOTICES TO PALA TRIBAL CHAIRMAN ROBERT SMITH.



Community Development  
Department  
Planning Division

November 2, 2012

Aaron Burton  
Senior Environmental Planner, Environmental Studies "B"  
California Department of Transportation  
Division of Environmental Planning  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS 829  
San Bernardino, CA 92401-1400

**SUBJECT: NOTICE OF SCOPING MEETING AND PREPARATION OF AN  
ENVIRONMENTAL IMPACT STATEMENT (EIS) – CAJALCO ROAD  
WIDENING PROJECT**

Dear Mr. Burton:

Thank you for the opportunity to provide comments on the forthcoming Environmental Impact Statement (EIS) for the proposed Cajalco Road widening project, a project that the City of Riverside wholeheartedly supports. This letter serves to identify issues to be addressed in the EIS that will be prepared by the California Department of Transportation (CALTRANS), in cooperation with the County of Riverside for the proposed widening of Cajalco Road between the I-215 Freeway southbound ramps and Temescal Canyon Road in the County of Riverside. The project will serve to improve east-west mobility and to provide increased capacity and improved traffic flow and safety. Although not in an active annexation area of the City of Riverside, the project area is located within the City's Southern Sphere of Influence. As such, City staff offers the following comment related to the EIS:

- The "no project" alternative analyzed under the EIS needs to include a discussion on impacts to east-west mobility within the City of Riverside. Specifically, impacts to Van Buren Boulevard and Alessandro Boulevard need to be analyzed in the context of the Cajalco Road widening not occurring.



City staff appreciates your collaboration on this project and looks forward to continue working alongside Caltrans. Should you have any questions regarding this letter, please feel free to contact Kyle Smith, Associate Planner, at (951) 826-5220 or [kjsmith@riversideca.gov](mailto:kjsmith@riversideca.gov).

Sincerely,



Steve Hayes, AICP  
City Planner

cc:

Ronald Loveridge, Mayor  
Riverside City Council Members  
Scott Barber, City Manager  
Deanna Lorson, Assistant City Manager  
Al Zelinka, Community Development Director  
Tom Boyd, Public Works Director/City Engineer  
Steve Libring, Traffic Engineer  
Supervisor Buster, 4080 Lemon Street, P.O. Box 1527, Riverside, CA 92502-1527  
Supervisor Tavaglione, 4080 Lemon Street, P.O. Box 1646, Riverside, CA 92502-1646  
Juan Perez, Director of Transportation, County of Riverside, 4080 Lemon St, Riverside, CA 92502-1629  
Mary Zambon, Environmental Project Manager, Riverside County Transportation Department, 3525 14<sup>th</sup> Street, Riverside CA, 92501

G:\Planning Special Projects\General Plan\Agency Comments\Caltrans\Cajalco\_PSP11-0113\Scoping\_Meeting\PSP11-0113 Cajalco Road Widening Scoping Comments.doc



# SCOPING MEETING

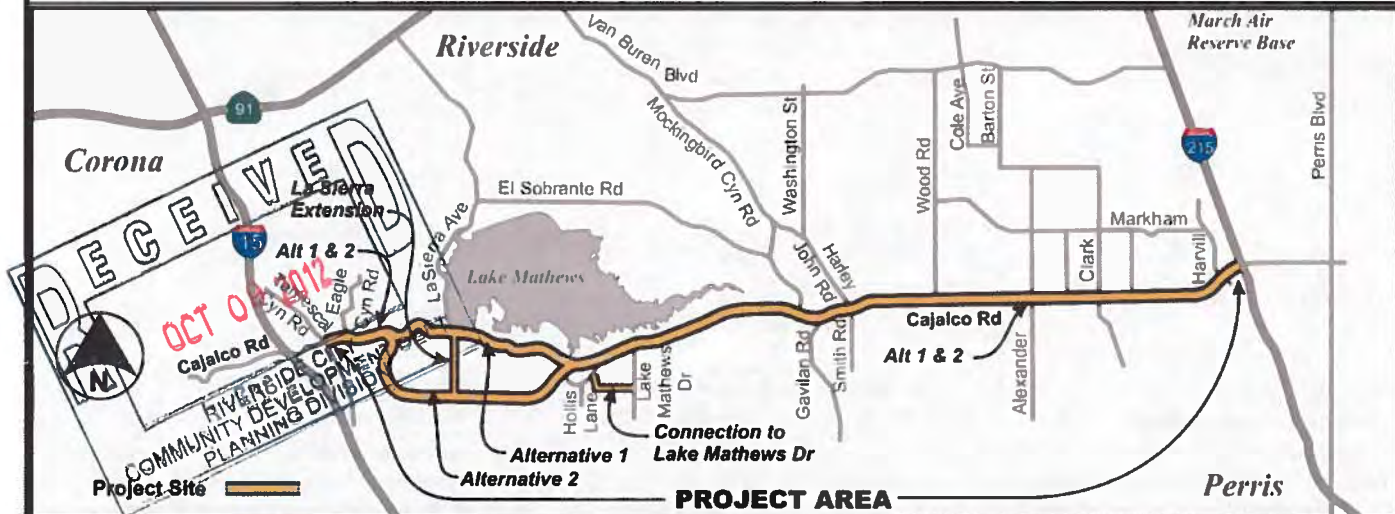
## Cajalco Road Widening Project

### Environmental Impact Statement

RECEIVED

OCT 09 2012

City of Riverside  
City Clerk's Office



<b>WHAT'S BEING PLANNED</b>	<p>The California Department of Transportation (CALTRANS), in cooperation with the County of Riverside (County), proposes to widen Cajalco Road from two to four lanes between Harvill Avenue at the east end and Temescal Canyon Road at the west end, from four to five lanes between Temescal Wash and Temescal Canyon Road, and from four to six lanes between the Interstate 215 (I-215) southbound ramps and Harvill Avenue. The purpose of the proposed project is to: 1) improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy 1.5; 2) provide improved interregional travel by improving east-west mobility in Riverside County; and 3) improve roadway alignment and intersection design to enhance safety along Cajalco Road. A preferred alternative has not been selected at this point. Two build alternatives and a No-Build Alternative are being considered and will be evaluated in an environmental impact statement (EIS). Build Alternative 1 would widen existing Cajalco Road with minor alignment changes between I-215 and Temescal Canyon Road. Build Alternative 2 would widen existing Cajalco Road between I-215 and Hollis Lane and between east of Eagle Canyon Road and Temescal Canyon Road, would construct a new segment of Cajalco Road between Hollis Lane and east of Eagle Canyon Road, and would include a southerly extension of La Sierra Avenue.</p>						
<b>WHY THIS AD?</b>	<p>To notify you that SCOPING MEETINGS are being held and to give you the opportunity to provide input on the purpose and need for the project, the alternatives being considered, and issues to be addressed in the EIS, which will evaluate the effects this project may have on the environment.</p>						
<b>WHEN AND WHERE</b>	<p>Two SCOPING MEETINGS are being held. The date, time, and location for each are shown below.</p> <table border="0"> <tr> <td><b>Date:</b> Wednesday, October 24, 2012</td> <td><b>Date:</b> Thursday, October 25, 2012</td> </tr> <tr> <td><b>Location:</b> Lake Mathews Elementary School 12252 Blackburn Road, Riverside, CA</td> <td><b>Location:</b> Tomas Rivera Middle School 21675 Martin Street, Perris, CA</td> </tr> <tr> <td><b>Time:</b> 6:00 p.m. to 8:00 p.m.</td> <td><b>Time:</b> 6:00 p.m. to 8:00 p.m.</td> </tr> </table> <p>Individuals who require special accommodation (American Sign Language interpreters, language interpreters, accessible seating, documentation in alternative formats, etc) should contact CALTRANS District 8 Office of Public Affairs at (909) 383-4631 prior to the meetings. TDD users may contact the California Relay Service TDD line at 711 and ask to be connected to (866) 383-4631. A Spanish translator will be present at each meeting.</p>	<b>Date:</b> Wednesday, October 24, 2012	<b>Date:</b> Thursday, October 25, 2012	<b>Location:</b> Lake Mathews Elementary School 12252 Blackburn Road, Riverside, CA	<b>Location:</b> Tomas Rivera Middle School 21675 Martin Street, Perris, CA	<b>Time:</b> 6:00 p.m. to 8:00 p.m.	<b>Time:</b> 6:00 p.m. to 8:00 p.m.
<b>Date:</b> Wednesday, October 24, 2012	<b>Date:</b> Thursday, October 25, 2012						
<b>Location:</b> Lake Mathews Elementary School 12252 Blackburn Road, Riverside, CA	<b>Location:</b> Tomas Rivera Middle School 21675 Martin Street, Perris, CA						
<b>Time:</b> 6:00 p.m. to 8:00 p.m.	<b>Time:</b> 6:00 p.m. to 8:00 p.m.						
<b>WHERE YOU COME IN</b>	<p>CALTRANS would like your input on the project purpose and need, project alternatives, and issues to be addressed in the EIS. Please submit your comments in writing no later than November 12, 2012 to Aaron Burton, Senior Environmental Planner, Environmental Studies "B," California Department of Transportation, Division of Environmental Planning, 464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS 829, San Bernardino, California 92401-1400; or submit comments via email to <a href="mailto:Aaron_Burton@dot.ca.gov">Aaron_Burton@dot.ca.gov</a>. Please use "Cajalco Road Widening Project" in the subject line of the email. Additional information regarding the project can be found at <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>.</p>						
<b>CONTACT</b>	<p>For more information about this study or any transportation matter, contact CALTRANS at (866) 383-4631 or by email at <a href="http://www.dot.ca.gov/dist8/contact/phone-email.htm">http://www.dot.ca.gov/dist8/contact/phone-email.htm</a>.</p>						



John V. Rossi  
General Manager

Securing Your Water Supply

Charles D. Field  
Division 1

Thomas P. Evans  
Division 2

Brenda Dennstedt  
Division 3

Donald D. Galleano  
Division 4

S.R. "Al" Lopez  
Division 5

November 8, 2012

Aaron Burton, Senior Environmental Planner  
Environmental Studies "B"  
California Department of Transportation  
464 W. 4<sup>th</sup> St., 6<sup>th</sup> Floor  
MS 825  
San Bernardino, CA 92401-1400

**CAJALCO ROAD WIDENING FROM I-215 TO TEMESCAL CANYON ROAD**

Reference is made to your Environmental Impact Statement concerning any possible conflicts with the above referenced project. Western Municipal Water District (Western) has reviewed the water utilities within the vicinity of Cajalco Road from I-215 to Temescal Canyon Road and we have various water and sewer pipeline and appurtenances throughout Cajalco Road. Enclosed for your reference is a CD-Rom which includes all of the as-built drawings, and a spreadsheet indicating the sheet numbers, drawing numbers for water or sewer pipeline, and the location of the pipeline.

Please contact Dave Escalera, Western's Operations Supervisor for the lead times required for any necessary potholing or relocation of facilities. He can be reached at (951) 789-5117. If there are any other concerns, please contact me at (951) 571-7207.

TAMMY MARTIN  
Engineering Technician

TM:sc

Enclosure: CD-Rom with As-Built Drawings, Spreadsheet of Drawing Numbers, and Atlas Map.

Cc: Dave Escalera, 16451 El Sobrante Rd., Riverside, CA 92503

\\WMWD-FSMAIN\Development\CONDITION LETTERS\Misc City\_Counties\CAL TRANS\_Cajalco Road Widening.doc

**Cajalco Road Widening  
Cal Trans Request**

**Water**

<i>Pipeline Size</i>	<i>Drawing No.</i>	<i>Sheet No.</i>	<i>Barcode No.</i>	<i>Location</i>
10"	Water671	1	Water671	Cajalco & Cowan
10"	Water970	2	Water971	Cajalco & Alder
8"	Water1547	1	Water1547	Cajalco & Hollis
12"	Water3208	4	Water3211	
8"	Water3208	7	Water3214	Cajalco & Gustin
8"	Water3208	9	Water3216	Cajalco & Mockingbird Cnyn.
8"	Water3208	10	Water3217	Cajalco & Extravaganza
8"	Water3208	11	Water3218	Cajalco btn Sewer Lift Station & Extravaganza
16"	Water3797	5	Water3801	Cajalco & Carpinus

**Irrigation Water**

<i>Pipeline Size</i>	<i>Drawing No.</i>	<i>Sheet No.</i>	<i>Barcode No.</i>	<i>Location</i>
30"	Water3444	4	Water3447	
27"	Water3484	10	Water3493	All as-builts within the vicinity of Silverton and west on
12"	Water3484	25	Water3508	Cajalco approx 3,794'
8"	Water3484	29	Water3512	
8"	Water3484	30	Water3513	
8"	Water3484	31	Water3514	
8"	Water3484	32	Water3515	
14"	Water2434	1	Water3434	Wood Rd. west of stations 10 & 84

**Sewer**

<i>Pipeline Size</i>	<i>Drawing No.</i>	<i>Sheet No.</i>	<i>Barcode No.</i>	<i>Location</i>
15"	Sewer85	2	Sewer86	Cajalco & Wood
12"	Sewer129	2	Sewer130	
12"	Sewer129	3	Sewer131	Cajalco & Wood west
	Sewer129	6	Sewer134	to Sewer Lift Station
15"	Sewer761	9	Sewer769	
15"	Sewer761	10	Sewer770	Carpinus & Cajalco
	Sewer761	6	Sewer766	
15"	Sewer807	2	Sewer808	
15"	Sewer807	3	Sewer809	Wood & Cajalco west to Sewer
15"	Sewer807	4	Sewer810	Lift Station
10"	Sewer807	5	Sewer811	

**SARI LINE-Elsinore Valley Municipal Water Dist. Jurisdiction**

<i>Pipeline Size</i>	<i>Drawing No.</i>	<i>Sheet No.</i>	<i>Barcode No.</i>
24"	SARI666	32	SARI697

Atlas Map for Grid 52029 Cajalco & Hollis - No as-built available.



## CONFLICT



22311 Brookhurst Street Ste203  
Huntington Beach Ca 92646

October 12, 2012

California Dept. Of Transportation  
Environmental Planning Division  
Attn: Aaron Burton  
464 W. 4<sup>th</sup> St., 6<sup>th</sup> Floor, MS 829  
San Bernardino, CA 92401-1400

**Re: Cajalco Rd. Widening Project... Riverside, CA**

Dear Mr. Burton,

This is in response to your Inquiry Letter dated October 10, 2012, regarding the above referenced project.

A review of your preliminary plans by AT&T Network Services (long distance) reveals there may be a **CONFLICT** with the above-mentioned project and the AT&T Transcontinental Fiber Optic Cable at this location. AT&T must review your current and/or proposed engineering drawings to insure the safety and maintenance of AT&T facilities. AT&T is willing to provide you with its as built drawings and any details AT&T has available to help avoid any conflicts with its facilities.

Locating of AT&T's facilities must be arranged by contacting your local One-Call Utility Notification Center (Dig Alert) at 1-800-227-2600 or AT&T's Cable Hazards Center at 1-800-252-1133 no less than 2 working days in advance of any activity within the defined easement area or 10' of cable. AT&T Plant Protection Services must be contacted, and be on site prior to any proposed activities on the AT&T easement or within 10' of cable. The AT&T Plant Protection Supervisor in charge of the cable locators for the AT&T cable facilities in the area of your proposed project above is Mr. Curtis Shapazian, AT&T Network Manager OPS at GNO west. (559) 442-2252.

All inquiries requesting AT&T Proprietary Information in Southern California, Southern Nevada and Arizona (i.e. engineering as-builts) must be forwarded with detailed engineering drawings associated with your project to:

**AT&T INQUIRIES**  
**22311 Brookhurst Street, Suite #203**  
**Huntington Beach, CA 9264**  
**AT&T-Inquiries@forkertengineering.com**

Enclosed are copies of AT&T San Bernardino to San Diego FTA cable drawings WR 34943-320/321 that depict the approximate location of the AT&T cable in the general vicinity of your preliminary drawing. These as-built drawings are for informational use only in determining the approximate location of the AT&T facility. These drawings are "Proprietary Information" and should be utilized in strict confidence. **PLEASE PLOT THE LOCATION OF THE AT&T CONDUIT SYSTEM ON YOUR PLAN VIEW AND PROFILE DRAWINGS AND RETURN FOR FURTHER CONFLICT REVIEW.**

Should you have any questions related to engineering as builts, information, questions or concerns regarding your proposed project, please contact Mr. Joseph Forkert at (714) 963-7964 or me at your earliest convenience.

Sincerely,

*Joseph Forkert for*

Rosemary Hamill  
AT&T Cable Maintenance Engineer  
(925) 977-2413

**FRIENDS OF THE NORTHERN SAN JACINTO VALLEY  
POST OFFICE BOX 4036  
IDYLLWILD, CALIFORNIA 92549**

November 6, 2012

Mr. Aaron Burton  
Senior Environmental Planner  
Environmental Studies "B"  
California Department of Transportation  
Division of Environmental Planning  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor MS 829  
San Bernardino, California 92401-1400

**RE: National Environmental Policy Act (NEPA) Scoping Meeting October 24, 2012 Preparation  
Environmental Impact Statement (EIS) for the Cajalco Road Widening Project.**

Dear Mr. Burton,

We attended the National Environmental Policy Act (NEPA) public scoping meeting at the Lake Mathews Elementary School on October 24, 2012 regarding the preparation of an Environmental Impact Statement (EIS) for the Cajalco Road Widening Project. The EIS is being prepared by the California Department of Transportation (Caltrans) as a surrogate for the Federal Highway Administration (FHWA), U.S. Department of Transportation. The NEPA Notice of Intent for the Cajalco Road Widening Project was published in the Federal Register/Vol. 77, No. 187/ Wednesday, September 26, 2012/Notices.

It is particularly important that the Environmental Document for this project inform the public and adequately delineate the boundaries of the Multiple Species Habitat Conservation Plan (MSHCP) lands currently designated for conservation in the Lake Mathews area. These largely public lands have been designated for wildlife conservation pursuant to the federal Endangered Species Act (ESA) and the California Natural Community Conservation Planning Act (NCCP). In addition, the Metropolitan Water District (MWD), in 1979, executed an agreement with the Department of Water Resources (DWR) and the Department of Fish and Game (DFG) to dedicate 2565 acres at Lake Mathews to offset the environmental impacts of the State Water Project (SWP) facilities in Southern California (Memorandum of Agreement Regarding Mitigation of State Water Project Wildlife Losses in Southern California, October 23, 1979). In 1982, these mitigation lands received additional legal protection when they were designated a State Ecological Reserve by the California Fish and Game Commission.

We are requesting the environmental document demonstrate compliance with the requirements of Section 4(f) of the U. S. Department of Transportation Act of 1966 which specifies that publicly owned parks, recreation areas, wildlife or waterfowl refuges may not be used for projects which use federal

funds, unless there are no feasible and prudent alternatives to the use of such land. The Section 4(f) requirements also stipulate that the project include all possible planning to minimize harm to federal, state, or regional wildlife conservation lands resulting from the proposed transportation use.

A third alternative route must be considered pursuant to CEQA, NEPA and the MSHCP. Alternative 3 should be the El Sobrante to Interstate 15 route which avoids widening the roadway on top of the Lake Mathews Dam. The alternative 3 route would be no more difficult to implement than Alternative 2 and would substantially reduce adverse impacts to the designated wildlife conservation lands. Alternative 3 should be analyzed with the same level of detail as Alternatives 1 and 2 in the NEPA/CEQA Environmental Document.

The Friends of the Northern San Jacinto Valley (FNSJV) are particularly concerned that the introduction of new or increased noise and light that this transportation project will bring to the Lake Mathews designated conservation lands for the Stephens' Kangaroo Rat (SKR);( RCHCA, 1995) will further jeopardize this endangered species as well as numerous other MSHCP covered species. The adverse impacts of noise and light on habitat suitability for Heteromyid species such as the Stephens' Kangaroo Rat are well documented in the scientific literature (Brown et al 1988; Price et al 1991; Webster, 1962; Webster and Webster, 1971; Webster and Strother, 1972; Webster and Webster, 1975). The substantial impact of habitat fragmentation this transportation project will precipitate is a second biological impact of great concern to the Friends. The Maintenance of habitat connectivity is essential to the long term viability of the Lake Mathews area wildlife conservation lands. In large measure this analysis will focus on drainage courses under the U. S. Army Corps of Engineers Clean Water Act jurisdiction. The use of drainage course under-crossings is problematic, particularly for small mammals, and the Army Corps permitting for this project must address the site specific viability of drainage structures for endangered species movement. Also given the importance of small mammal connectivity/movement, the Environmental Document must also examine the need for an over- land wildlife crossing(s) at suitable locations along the transportation route.

Both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) require consultation/coordination with responsible and trustee agencies to be integrated into the Environmental Document at the earliest possible time and to the fullest extent possible. At the October, 2012 NEPA public scoping meeting it was indicated the Draft Environmental Document would not be available for public review until "Late 2014" with the Final Environmental Document available the "Middle/Late 2015". Given the present schedule for public review of the Environmental Document there is adequate time for the involved State and federal trustee/responsible government agencies to participate in the environmental review of this important project. The ESA Section 7 consultations (Federal Highway Administration and U.S. Army Corps of Engineers) with the U. S. Fish and Wildlife Service, as well as the state and federal wildlife agency analysis for the MSHCP consistency determination must be available for public review in the draft Environmental Document. To do otherwise will deny the public, decision- makers and responsible/trustee agencies the use and benefit of the information and analysis generated as a result of the NEPA/CEQA environmental review.

Our final concern is that the Draft EIR/EIS provide the required consideration to Global Warming. Climate change and its adverse environmental impacts are accelerating rapidly. In what ways will this

Project directly and cumulatively contribute to this environmental issue ? How will this Project mitigate for this environmental impact ? Clearly, alternative transportation means also require analysis to address this environmental concern.

Please note we are providing these comments on behalf of the FNSJV and as individual citizens concerned about the environmental impacts of this project. Thank you for the opportunity to express our concerns regarding this important transportation project.

Sincerely,



Susan Nash  
President, FNSJV



Tom Paulek  
Conservation Chair, FNSJV

**Literature Cited:**

Brown, J.S., B.P. Kotler, R.J. Smith and W.D. Wirtz II. 1988. The effects of owl predation on the foraging behavior of heteromyid rodents. *Oecologia*. 76: 408-415.

Price, M.V., W.S. Longland and R.L. Goldingay. 1991. Niche relationships of *Dipodomys agilis* and *D. stephensi*: two sympatric kangaroo rats of similar size. *Am. Midl. Nat.* 126: 172-186.

Riverside County Habitat Conservation Agency. 1995. Habitat conservation plan for the Stephens' kangaroo rat in western Riverside, California, Volume 1. Riverside County Habitat Conservation Agency, Riverside, California, USA.

Webster, D.B. 1962. A function of the enlarged middle ear cavities of the kangaroo rat, *Dipodomys*. *Physiological Zoology*: 35: 248

\_\_\_\_\_, and M. Webster. 1971. Adaptive value of hearing and vision in kangaroo rat predator avoidance. *Brain Behav Evol.* 4: 310-322.

\_\_\_\_\_, and W. F. Strother. 1972. Middle ear morphology and auditory sensitivity of heteromyid rodents. *Am. Zool.* 12: 727.

\_\_\_\_\_, and M. Webster. 1975. Auditory systems of Heteromyidae: function morphology and evolution of the middle ear. *J. Morphol.* 146.



My name is Gabrielle Restivo, and I live in the community of Lake Mathews.

I was unable to provide input into the CEQA process, because the 200-foot notification process does not reach most homes that would be impacted, and no posting is required of the road. I think an exception to the 200-foot minimum notification requirement needs to be made for this project (and for other projects in rural areas), because rural areas are less densely developed and because of other geographic considerations.

I want to begin by saying that usually, when a federal EIS is involved, it is because federal funds are involved. I do not know if federal funding is planned beyond the funding of the EIS study, but I am very much opposed to any federal transportation dollars being used for this project, because this project is not addressing a road that is congested by existing traffic. This road is being widened to allow for substantial build-out of the San Jacinto Valley and its surrounding areas, and will be heavily used for commuter and goods movement traffic. It will also act as an east-west corridor for cities/communities surrounding the I-10/ Route 79 Freeway encouraging/exacerbating the existing jobs/housing imbalance (where people reside in rural/suburban Inland areas and work in Orange and LA County). The San Jacinto Valley and its surrounding areas should be planned using SCAG principles of directing development within existing urbanized areas, and along major transportation corridors and mass transit centers. Jobs development is needed for existing communities, and new housing should be directed toward either existing or newly created job centers, at mass transit centers, or where transportation capacity already exists. Building a new east-west corridor simply allows a continuation of development patterns that have created the air quality impacts, GHG impacts, and traffic congestion we are now experiencing in southern California. For this reason, I am opposed to federal funding for this road, and for the current proposal to widen it. Federal funding should be used to explore transportation and goods movement planning solutions for the Inland Empire that do not significantly impact rural and environmentally sensitive areas, and for mass transit projects.

The Scoping Notice for the DEIS states the road is being widened to accommodate future growth, which is further evidence that this road is growth inducing, since it is not needed to handle existing or even immediate traffic.

Regarding accommodating future traffic, it is reasonable and fair to argue that some of the "growth" anticipated is conjecture, due to several factors:

- The economy
- New projects may be inconsistent with SCAG regional growth principles and GHG reduction strategies and, therefore, may not be approved and/or be subject to public opposition
- New projects may be found to be environmentally impacting and growth inducing along the Cajalco Road corridor, since much of this area is now rural, and therefore, projects may either not be approved or may be publicly opposed
- Older approved specific plans and subsequent specific plan revisions and tract development may be challenged by the public, because they do not incorporate SCAG regional planning principles and GHG reduction strategies

Federal money and transportation dollars are best used for already congested roadways, freeway improvements to increase functionality, HOV lanes, and goods movement capacity; and on MASS TRANSIT PROJECTS, such as the Metrolink. It is ironic that the Metrolink is coming down the I-215 with two locations in Perris alone. This project undermines usage of that train. Nobody is going to take the time to park their vehicle at the train station and use the train if we keep adding capacity to surrounding roadways.

The Lake Mathews area has ascending hills on its west side with rock outcroppings. The noise from heavier traffic is going to be deafening for many properties along the roadway. Even one car along Lake Mathews Drive now is very loud, because of prominent hills with massive rock outcroppings.

The fact that Cajalco Road has a particular designation in the general plan is not enough to justify its expansion. General Plans are "living" documents, and general plans are supposed to be updated to address changing planning conditions. The fact that this area is rural, the public wants to keep it rural, and that keeping this area rural is closer to SCAG planning principles than growth, seems to be lost completely on the County. Clearly, to transportation planners, this east-west corridor appears to be a dream, but that is only if you completely remove it from its rural and environmentally sensitive context. Rural areas have just as much long-term value as urbanized areas, and we need to be more thoughtful on how we allow growth to take place in this County.

In closing, if this road is built, in time, Sigalerts will be required to be viewed by area residents to reach their homes during peak traffic hours. Commuter and truck traffic will bottleneck at the I-15/Cajalco Road intersection due to accidents on the 91 Freeway, and it will bottleneck at I-215 and Route-79, because the roadway will become a regional shortcut to jobs. This is obvious, because this is what 30 years of development that promotes jobs-housing imbalance does. It is also indicative of development patterns that are not based on village concepts, and developments that are far from mass transit centers.

This project does not offer anything to the public. All it does is expand capacity for growth for the homebuilding community (rooftops and supporting local and regional commercial). Jobs produced by this industry, as Southern Californians have painfully discovered, are not the basis for a strong economy. It is cyclical, and the spin-off jobs, service sector jobs, are among the lowest paying. With this proposal, taxpayer dollars are being used to destroy a beautiful, rural, viewshed community, and to continue development patterns that have been recognized by the planning profession as being detrimental to the long-term well-being of Southern California.

Thank you for the opportunity to participate in this comment process. Please see below further comments.

- Since the proposed roadway expansion is for the purposes of providing regional east-west traffic mobility and goods movement for anticipated, future development and not to improve existing local traffic, I am requesting an additional alternative be analyzed that bypasses this rural area (rural communities surrounding Lake Mathews and habitat areas) completely. Such an alternative recognizes and respects the significant environmental value, especially viewshed value, of the area, and the fact that this area is surrounded by significant habitat, some of which was used as developer mitigation.
- Please analyze an additional, separate, alternative that decouples road safety from roadway expansion.
- Since the proposed roadway expansion is for the purposes of providing regional east-west traffic mobility and goods movement for anticipated, future development and not to improve existing local traffic, please analyze two additional alternatives that direct east-west regional traffic onto existing urbanized/regional/highway roadways, with noted required improvements, coupled with a safety improvement project for Cajalco Road that does not increase its capacity.
- Please analyze an alternative that separates regional goods movement (truck traffic) away from Cajalco Road and places it back on freeways (or other urbanized roadways) with a description of any necessary freeway/transportation improvement projects needed to support this alternative.
- Comprehensive analysis of how this project is consistent with SCAG regional planning principles, and, if it is not consistent, federal, state and county funding justification for this road, since it is not congested.
- How much ridership will be lost to Metrolink with construction of this road?
- In depth sound analysis that includes effects of rock outcroppings with outdoor levels (projected indoor levels) determined for several hundred feet around proposed roadways and up to housing affected by the noise.
- A discussion of how this amplified sound will impact wildlife.
- How sound impacts will impact homeowner use of yard areas, which is almost 100% of the value of living in a rural area (outdoor living) - What compensation is planned? How will this be mitigated?
- How this project will significantly impact the viewshed of this area, including the addition of massive truck traffic, traffic volume, and any subsequent transportation/utility work that can be anticipated as a result of roadway expansion. This should be projected out to anticipated build-out of the region. How will this be mitigated?
- Existing traffic counts and how these existing traffic counts alone justify roadway expansion.
- How this road expansion impacts viability of ongoing habitat conservation.
- A detailed description of where (geographically) the growth is occurring requiring this road to be constructed.
- Future anticipated traffic counts that show regional use of this road at full build-out of the County General Plan and surrounding cities (where traffic patterns justify the counts). Counts should be done in ten-year increments to illustrate projected growth and foreseeable traffic impacts, with maximum roadway capacity/congestion noted.
- An analysis of the feasibility of this anticipated new development based on its potential inconsistency with SCAG regional planning principles, generation of significant GHG, the poor economy, impacts to wildlife habitats and conservations, and historic public opposition to new development, including environmental groups and rural associations (and lawsuits).
- A discussion of whether the anticipated growth for which this road is being built, would be feasible without the Cajalco Road Expansion, and whether such development would be consistent with regional planning principles.
- A detailed description of why this road is not growth inducing, if it is not needed to handle existing traffic.
- A discussion of how expansion of this road is for the public benefit and not to support private development, since Cajalco road is not a congested roadway. (This includes offering a road safety alternative for Cajalco Road that does not add roadway capacity).

- Due to the rural setting surrounding the roadway expansion, I formally request that notice of the release of the DEIS/DEIR be posted along the length of the roadway, since the existing public noticing criteria does not provide ample notice to the public.

(909) 383-2841

----- Forwarded by Aaron Burton/D08/Caltrans/CAGov on 10/30/2012 11:18 AM  
-----

"Dailey, James"  
<James.Dailey@Level3.com>  
10/30/2012 10:39 AM

To  
"'aaron\_burton@dot.ca.gov'"  
<[aaron\\_burton@dot.ca.gov](mailto:aaron_burton@dot.ca.gov)>  
cc  
Level 3 Network Relocations  
<Level3.NetworkRelocations@Level3.com>  
Subject  
Cajalco road Widening Project  
"RELO\_WR\_32003\_CA\_Cajalco Road  
Widening and Safety Enhancement  
Project, Corona / Perris, CA"

Aaron,  
Level 3 communications has an underground fiber optic structure on Cajalco Rd running from Wood to Clark. We also have a second structure running on Temescal Canyon rd at the Cajalco intersection. I have attached 2 PDF files showing the Level 3 locations in conflict with the road widening project.  
Once Engineering progresses Please re-engage Level 3 to insure our utility can be identified on the plans as being "protected in place."

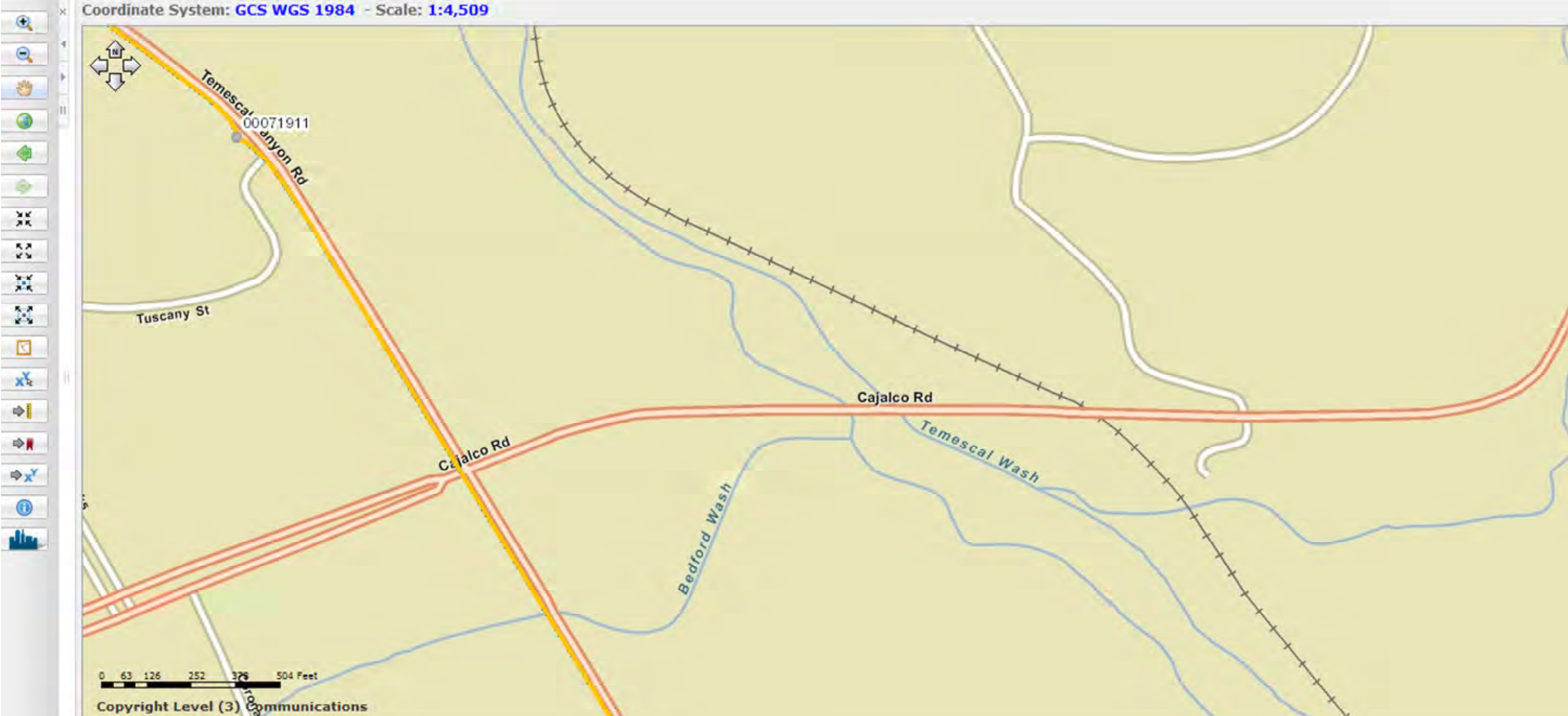
Please let me know if you have any questions or concerns.

Thank You,  
James Dailey  
Level 3 OSP Engineer So Cal  
Cell 858-688-7007  
Office 858-292-2108

(See attached file: Cajalco Rd Level 3 Structure 2.pdf)(See attached file: Cajalco Rd Level 3 Structure 1.pdf)



Coordinate System: **GCS WGS 1984** - Scale: **1:4,509**





Coordinate System: GCS WGS 1984 - Scale: 1:18,036





## AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

**CHAIR**

Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**

Rod Ballance  
Riverside

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
Hemet

Greg Pettis  
Cathedral City

Richard Stewart  
Moreno Valley

**STAFF**

Director  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14th Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

October 30, 2012

Mr. Aaron Burton, Senior Environmental Planner  
Environmental Studies "B"  
California Department of Transportation, District 8  
Division of Environmental Planning  
464 W. Fourth Street, 6<sup>th</sup> Floor, MS-829  
San Bernardino CA 92401-1400

RE: Cajalco Road Widening Project

Dear Mr. Burton:

Thank you for providing the Riverside County Airport Land Use Commission (ALUC) with a copy of the announcement of scoping meetings for the future Environmental Impact Statement for the Cajalco Road Widening Project.

Portions of Cajalco Road are located within the Airport Influence Area of March Air Reserve Base, within Airport Areas II and III. The Riverside County Integrated Project General Plan was determined to be consistent with the 1984 Riverside County Airport Land Use Plan in 2003, so, providing that this project does not require amendments to the General Plan or to Specific Plans adjacent to this roadway, review by the Airport Land Use Commission is not required.

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, Director

cc: Dan Fairbanks, March Joint Powers Authority  
Gary Gosliga, March Joint Powers Authority

Dear Mr. Burton,

I would like to officially comment on the Cajalco Road Widening Project. My property is located at 13535 Cajalco Road. Access to my property is via Dirt Road. My concern is with the proposed connection between Dirt Road and Lake Mathews Drive.

Since Lake Mathews Drive is only about 1/2 mile from Dirt Road, I question the necessity of this secondary access between Dirt Road and Lake Mathews Drive for residences in the Hollis Lane/Lynette Lane area.

The cost of establishing a four lane secondary access between the "private" Dirt Road (not to mention the addition of all the traffic congestion to a very "Rural Residential" area) and Lake Mathews Drive makes absolutely no sense at all.

If you look a local map of these areas you will see that JJ Lane stops just east of the end of Richey Dr. which exits out to Lake Mathews Drive. I do not think the local residents here, my self included, would mind if you wanted to connect JJ Lane with Richey Dr. so as to accommodate the Riverside County Fire Dept's wishes and to provide a secondary access, but please, leave it a dirt road so that we may maintain our rural atmosphere!

Just connecting the two roads would be far less expensive and much less invasive than turning our rural community into a commercial truck pass-through. Additionally, no residents would have to be displaced. I have lived here for 23 years. I moved here to be away from the traffic and highway congestion and certainly do not want it brought through my house!

I urge you to please reconsider the rural neighborhood you will destroy if you proceed forward with this four lane connector highway through our homes.

Sincerely,

***Judith Murdock, resident***





November 6, 2012

Aaron Burton, Senior Environmental Planner  
Environmental Studies "B", DOT  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS 829  
San Bernardino, CA 92401-1400

Email: [Aaron\\_Burton@dot.ca.gov](mailto:Aaron_Burton@dot.ca.gov)

**Subject: Cajalco Road Widening Project Scoping Meeting**

Southern California  
Gas Company

9400 Oakdale Avenue  
Chatsworth, CA  
91313

Mailing Address:  
P. O. Box 2300  
Chatsworth, CA  
91313-2300  
ML9314

tel 818-701-4546  
fax 818-701-3441

Southern California Gas Company Transmission Department does not operate facilities within your proposed improvement. However, our Northern Distribution Region may have some distribution facilities within your construction area.

To assure no conflict with the local distribution's pipeline system, please contact them at **(909) 335- 7507**.

Sincerely,

Rosalyn Squires  
Transmission Pipeline Planning Assistant  
(818) 701-4546

-----Original Message-----

From: Vaughn Jones [<mailto:Vaughn@InLightEnd.com>]

Sent: Monday, December 10, 2012 1:52 PM

To: Cheryl Donahue

Subject: Cajalco Website Comment

Name: Vaughn Jones

Email: [Vaughn@InLightEnd.com](mailto:Vaughn@InLightEnd.com)

Phone: 951-776-9468

Message:

It will have been one year ago on December 12th that my daughter and I were hit head-on by a young woman who lost control of her vehicle on Cajalco. She was going to fast and Cajalco was damp due to a small amount of rain. We were going around one of the many curves and could not see on coming traffic. Next thing I know both of the airbags had deployed in my truck. My daughter still has trouble with her back and I had a fractured sternum. The young woman in the other vehicle died in front of us.

I have no doubt that if Cajalco had been widened and straighter, providing more visibility to on coming traffic, this young woman would be alive and my daughter and I would not have the problems we face today.

November 5, 2012

*VIA ELECTRONIC MAIL ONLY*

Aaron Burton  
Senior Environmental Planner  
Environmental Studies "B"  
Calif. Dept. of Transportation  
Division of Environmental Planning  
464 W Fourth St, Sixth Floor, MS 829  
San Bernardino, CA 92401-1400

**RE: Scoping Comments on Cajalco Road Widening Project**

Dear Mr. Burton:

The Endangered Habitats League (EHL) appreciates the opportunity to comment on this joint project of Caltrans and the County of Riverside. This correspondence is being widely distributed, including to decision-makers, due to the serious violation of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) that one of the proposed alternatives would create. That two signatories to, and beneficiaries of, the MSHCP would propose such an alternative is of great concern to EHL.

By way of background, EHL served on the stakeholder Advisory Committees for the MSHCP and the Community and Environmental Transportation Acceptability Process (CETAP). The later process included the Cajalco corridor, and a major east-west transportation facility thus became a "covered activity" under the MSHCP. As such, the corridor gained streamlined permitting under CEQA and the state and federal Endangered Species Acts as benefits of the plan.

EHL recognizes that the MSHCP balances new highway infrastructure and growth with environmental protection in the form of a reserve system of a minimum size and biological functionality. The reserve system also guarantees to the public that a significant remnant of their original natural heritage will remain intact for their current and future enjoyment, study, and tranquility.

Throughout the MSHCP and CETAP processes, the location of the corridor was assumed to be north of Lake Mathews. At the last minute, a far more environmentally damaging route south of Lake Mathews was proposed, which bisected reserve lands. This new route was accommodated by the state and federal wildlife agencies as a demonstration of their good faith. Even though the reserve system could never be "made whole" from a major roadway, a southerly route just south of the lake was permitted under specified conditions, and with additional mitigation beyond the MSHCP baseline.

Our organization reluctantly accepted this accommodation and supported the MSCHP at the time of adoption. Later, the Riverside County Transportation Commission proposed a new and different “Far South” alignment for the Cajalco corridor as an alternative in its Mid-County Parkway DEIR/DEIS. At the time, the wildlife agencies made it clear that a *single* east-west route would be acceptable — not both. Presumably, if the Far South route were chosen, the current Cajalco alignment would be closed and restored.

EHL concurred in this interpretation of the MSHCP, and it is our understanding that both RCTC and the Riverside County Transportation Department also agree. (See attached correspondence from EHL and from U.S. Fish and Wildlife Service and Calif. Dept. of Fish and Game, hereby incorporated into the administrative record for the Cajalco Road Widening Project.) However, never was a new *north-south* highway either permitted or, to our knowledge, even discussed.

Now, as part of Build Alternative 2 (the former Far South route) there has appeared a “La Sierra Extension” that would again bisect the reserve system. This extension is not a part of the Riverside County Circulation Element. If constructed, the extension would fragment the reserve in a wholly unacceptable manner and violate the MSCHP agreements. The La Sierra Extension is also inconsistent with the County’s adopted General Plan first because it is not part of the Riverside County Circulation Element and secondly because it violates the MSHCP, which was incorporated into the County’s General Plan. This ill conceived extension never should have been proposed.

*EHL is opposed to Build Alternative 2 if it includes a La Sierra Extension. We urge that Caltrans and the County of Riverside keep faith with the MSHCP and in the Draft EIS delete this extension due to its infeasibility as MSHCP-inconsistent.*

Yours truly,

Dan Silver, MD  
Executive Director

Enclosures

EHL letter re: MCP DEIR/DEIS, January 7, 2009  
FWS/DFG letter re MCP, May 18, 2010





# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Ecological Services

Carlsbad Fish and Wildlife Office  
6010 Hidden Valley Road, Suite 101  
Carlsbad, California 92011



In Reply Refer To  
FWS/WRIV-08B0080-10TA0140

MAY 18 2010

Ms. Cathy Bechtel  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, California 92501-3609

Mr. Juan Perez  
Riverside County Transportation Department  
4080 Lemon Street, 8<sup>th</sup> Floor  
Riverside, California 92501-3609

Subject: Mid County Parkway (aka Community Environmental Transportation Acceptability Project, CETAP) and Cajalco Road Circulation Improvements, Riverside, California

Dear Ms. Bechtel and Mr. Perez:

Thank you for meeting with me and Karin Cleary-Rose of my staff on April 14, 2010. We appreciate your taking the time to discuss Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) implementation and the challenges of integrating wildlife movement and conservation with circulation needs in the MSHCP plan area with us.

It was particularly helpful to hear about the current proposal for the Mid County Parkway and the County's plans for the widening of existing Cajalco Road. In follow up to our discussion and the attachment to the September 2009 Mid County Parkway Small Working Group meeting summary (see enclosed), we would like to take this opportunity to confirm our mutual understanding that the MSHCP provides for a single east/west roadway between Interstate 215 (I-215) and Interstate 15 (I-15) either through circulation improvements to Cajalco Road or a CETAP corridor south of Lake Mathews. The MSHCP and its associated 10(a)(1)(B) Endangered Species Act (ESA) permit provided coverage for circulation element improvements (expansion of Cajalco Road to a four lane arterial) or a re-alignment and widening of the existing Cajalco Road to accommodate a major transportation corridor provided it met the conditions of section 7.2.3 of the MSHCP.

The MSHCP does not give priority to Cajalco Road circulation element improvements or a major transportation facility (CETAP corridor) south of the lake; only one of these two facilities is covered provided it can demonstrate consistency with the MSHCP. If the County

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constructs the Cajalco Road improvements, Riverside County Transportation Commission's CETAP project or any other proposed roadway between I-215 and I-15 southerly of Lake Mathews can still be considered by our agency for ESA incidental take coverage but will require a major amendment to the plan. Conversely, if RCTC moves forward with the Mid County Parkway alignment westerly of I-215, then the County would need to seek incidental take coverage for the Cajalco Road circulation element improvements through a major amendment to the MSHCP.

Again, thank you for the opportunity to become acquainted with you and we look forward to working with you in the future. If you have any questions regarding this letter, please contact Karin Cleary-Rose of this office at (760) 431-9440, extension 223.

Sincerely,

A handwritten signature in black ink, appearing to read "Kennon A. Corey", written in a cursive style.

Kennon A. Corey  
Assistant Field Supervisor

Enclosure

cc:

Tay Dam, FHWA, Los Angeles, CA  
Susan Myer, ACOE, Ft. Shafter, HI  
Stephanie Hall, ACOE, Los Angeles, CA  
Susan Sturges, EPA, San Francisco, CA  
Marie Petri, Caltrans District 8, San Bernardino, CA  
Charlie Landry, RCA, Riverside, CA

## **Understanding of MSHCP Coverage for any Future CETAP Corridor Project west of I-215**

Cajalco Road is discussed in three sections of the MSHCP: Sections 7.2.1, which addresses safety improvements that can be done; Section 7.2.2, which address Cajalco Road as a General Plan Circulation Element roadway on an alignment generally depicted in the County's General Plan Circulation Element; and 7.2.3, which address Cajalco Road as a CETAP Corridor south of Lake Mathews.

Although the MSHCP discusses coverage of improvements to Cajalco Road as both a Circulation Element facility (Section 7.2.2), and as a CETAP facility (Section 7.2.3), the MSHCP does not give priority in terms of MSHCP coverage to either of the facilities. However, per Section 7.2.3, if the CETAP facility is constructed south of Lake Mathews, then portions of Cajalco Road, which may or may not have been improved per Section 7.2.2, that are not needed for local access would be removed.

RCTC understands that in the event that the County of Riverside constructs road improvements to Cajalco Road per Section 7.2.2 of the MSHCP first, that any future CETAP Corridor project south of Lake Mathews proposed by RCTC would need to meet the requirements of the Plan as outlined in Section 7.2.3.

January 7, 2009

Cathy Bechtel  
Riverside County Transportation Commission  
P.O. Box 12008  
Riverside, CA 92502-2208

Tay Dam  
Federal Highway Administration  
650 Capitol Mall, Suite 4-100  
Sacramento, CA 95814-4708

**RE: Mid County Parkway DEIR/DEIS**

Dear Ms. Bechtel and Mr. Dam:

The Endangered Habitats League (EHL) appreciates the opportunity to comment on this DEIR/DEIS for the Mid County Parkway (MCP). As a member of the original Riverside County Integrated Project Advisory Committees (CETAP, MSHCP, and General Plan), we recognize the close linkage between the permitting of transportation infrastructure and the adoption of the MSHCP. The Mid County Parkway is a key part of this “package deal.”

EHL thus does not oppose the concept of the MCP and indeed wishes to work with RCTC and other agencies to reconcile Riverside County’s transportation needs with the goals of the MSHCP. As discussed below, however, EHL has concerns regarding the proposed “Far South Alignment’s” consistency with the adopted MSHCP

Inconsistency with the MSHCP also amounts to inconsistency with the County of Riverside’s General Plan. The Open Space Element of Riverside County’s adopted General Plan acknowledges that the MSHCP is an integral part of the long-term land use vision adopted by the County. General Plan policies require that all the provisions of the MSHCP be “enforced.” Open Space Policy 18.1 provides that the County “[p]reserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP’s, if adopted.” (AI 10, emphasis added.) The County Board of Supervisors formally adopted the MSHCP on June 17, 2003. (See <http://www.rcip.org/mshcpadopted.htm>.) The adopted MSHCP explicitly reflects the County’s intent to “integrate the MSHCP into the General Plan.” (MSHCP at p. 1-8.)

Under the adopted MSHCP, an alternative MCP alignment to the originally developed route north of Lake Mathews is a conditionally covered project. This southerly alternative involved the widening and realignment of *existing* Cajalco Road



south of Lake Matthews. This alternative alignment concept utilizes existing infrastructure, provides the increased east-west mobility desired by regional transportation planners, and is coincident with the County's desire to expand the capacity of Cajalco Road as is reflected in the Circulation Element of the County's adopted General Plan.

Under the DEIR/DEIS, it now appears that the originally preferred route north of Lake Matthews is no longer under serious consideration because of community and seismic concerns. The Cajalco alternative alignment—as was anticipated in the MSHCP—has also now apparently been disfavored due to claimed conflicts with the Metropolitan Water District's Lake Matthews MSHCP. Instead, the DEIR/DEIS has developed a new "Far South" MCP alignment—well *south* of Cajalco Road—that was not anticipated in the MSHCP. Like the Cajalco route, the newly developed Far South route cuts through the PQP Lands relied upon for MSHCP permit issuance (through SKR reserves rather than through MWD reserves). And, like Cajalco, the Far South alternative produces habitat loss and fragmentation impacts above and beyond the original northern route and would require mitigation in addition to the 153,000 acres. Finally, like the Cajalco Route, it bisects Criteria Cells between Gavilan and Elsinore Roads. The damage done by these corridors—wherever they might be sited through preserve lands—is why the MSHCP permits only a *single* corridor.

However, instead of the single corridor the MSHCP envisioned along Cajalco, if this Far South MCP alignment is adopted there will be *two* major corridors running east-west south of Lake Matthews. That is, even if the Far South is approved and built, the County of Riverside's Circulation Element—consisting of covered projects under the MSHCP—will still contain the widening and straightening of Cajalco Road into a high speed, 6-lane east-west expressway east of Gavilan Road and into a "straightened" and realigned 4-lane arterial instead of its current tortuous 2-lane configuration as it proceeds west.

As acknowledged in the Cumulative Impacts section of the DEIR/DEIS, the MSHCP permits only a *single* major east-west highway through PQP Lands, rather than *both* Cajalco and the Far South. This is also in line with the Circulation Element of the Riverside General Plan, which also identifies *only one* major east-west corridor through habitat lands south of Lake Matthews.

As noted in Section 2.6.3 of the DEIR/DEIS, RCTC intends to use the coverage provided in Section 7.2.3 of the MSHCP for the MCP project. But this coverage cannot be used twice. In other words, it cannot be used by the County of Riverside for the Cajalco Road realignment and widening project *and* for the Far South MCP alignment, since *the MSHCP only provides conditional coverage for one transportation facility south of Lake Matthews*.

Although the DEIR/DEIS generally recognizes the problem presented by two major east-west alignments through PQP lands south of Lake Matthews, it fails to address the impacts on the MSHCP. Instead, the DEIR/DEIS mischaracterizes the clearly delineated

limitations the MSHCP places on conditional coverage of transportation corridors through this area. The DEIR/DEIS states that:

“in the event that County road improvements to Cajalco Road precede construction of the MCP project in the area described in Section 7.2.3 of the MSHCP (south of Lake Mathews), any existing improvements *at the time the MCP project is complete* would be subject to the design considerations identified in the MSHCP. Specifically, when the MCP is constructed, any portions of the existing *or future improved* Cajalco Road south of Lake Mathews from Gavilan Road 5.5 km (3.4 mi) west that are not needed to provide for local access will be removed and restored to a natural state consistent with the conditions in Section 7.2.3 of the MSHCP.” (DEIR/DEIS at p. 3.25-23, italics added.)

In other words, the DEIR/DEIS interprets the MSHCP’s removal condition to apply not only to the *existing* Cajalco Road 2-lane alignment, but also to any *future improved* Cajalco alignment as depicted in the Circulation Element of the County’s General Plan.

The DEIR/DEIS has fundamentally misinterpreted the MSHCP. Section 7.2.3 of the MSHCP applies only to the removal of the *existing* two-lane alignment, and not to the removal of any *future* improvements. This removal provision was intended instead to mitigate only for the realignment and expansion of the *now* existing Cajalco Road. Specifically, the MSHCP states:

“Beginning at Gavilan Road and proceeding westerly for roughly 3.4 miles, Cajalco Road shall be realigned to the southerly edge of the existing reserve in such a way as to minimize the existing reserve fragmentation. *Once the road is relocated, the existing* roadbed shall be removed and the area returned to a natural state including revegetation with native materials. Any remaining portions of existing Cajalco Road not needed to provide for local access will also be removed and restored.” (MSHCP, at 7.2.3, italics added.)

The “relocation” in the above quote refers to the upgrading and realigning of Cajalco Road, either in the manner envisioned in the County’s Circulation Element, and/or as part of the Cajalco alternative CETAP corridor. The MSHCP explicitly states that “[t]he Cajalco Road alternative would involve the realignment of existing Cajalco Road and the construction of a new four-lane divided roadway, or other configuration that could be demonstrated to meet the criteria outlined in this section, *to replace the existing two-lane roadway.*” (MSHCP, at 7.2.3, italics added.) This two-lane roadway—and *only* this existing roadway—is the “existing roadbed” the removal of which is required by the MSHCP in the event Cajalco Road is improved.

Despite the MSHCP’s clear provisions, the DEIR/DEIS inexplicably interprets the MSHCP to require the County to remove not only the old two-lane Cajalco roadbed, but also any portions of a *brand new* Cajalco alignment not needed for local access the County may have constructed in accordance with its General Plan by the time the Far

South MCP is built. In other words, the DEIR/DEIS assumes the County would build a new multi-million-dollar Cajalco 4-lane arterial, only to rip it out again a few years later. The County would of course never agree to such an absurd and wastefully expensive condition, and the DEIR/DEIS's statement on page 3.35-23 that it has so agreed has no factual basis.

So, where does that leave the Far South alignment of the MCP? The answer is that it is inconsistent with the MSHCP because it results in multiple east-west corridors. And how can it be made consistent? It can be made consistent only if (1) the County removes an expanded and realigned Cajalco Road from its Circulation Element, *and* (2) the County (with or without RCTC financial support) commits to remove and restore to natural conditions the roadbed of the existing two-lane Cajalco Road south of Lake Matthews if the Far South MCP is built. Absent these changes, the RCTC cannot rely on the MSHCP to mitigate the impacts of the Far South Alignment on biological resources under CEQA, NEPA or under the state and federal Endangered Species Acts.

EHL accordingly recommends that the original northern alignment be pursued by working with MWD and the community. If that is not possible, the Cajalco route is already conditionally covered by the MSHCP. The fact that the resource agencies endorsed the MSHCP—which includes an expanded Cajalco corridor as a conditionally covered project—provides compelling evidence that any issues concerning the MWD's MSHCP in this area are resolvable.

But if issues with MWD over Cajalco improvements cannot be resolved, the Far South can also be adopted, *but only if Cajalco Road is never also widened into a major roadway and the existing Cajalco roadbed is eliminated*. The County Circulation Element should be amended to this effect. For interim traffic relief until the MCP is constructed, curve straightening on Calajco Road for safety as well as improvements to La Sierra and El Sobrante Roads should be considered, the latter allowing traffic to flow north of Lake Mathews. Coordination with the City of Corona would be part of this process.

EHL calls for increased coordination between MWD, RCTC, Corona, and Riverside County to work through these issues before finalization of the DEIR/DEIS to lay out a firm and plausible plan that ensures only a single east-west highway through the PQP Lands that are an irreplaceable cornerstone of the MSHCP.

Thank you for considering our comments.

Sincerely,

Dan Silver, MD  
Executive Director

Electronic copy: Juan C. Perez, Transportation Dept.  
US Fish and Wildlife Service  
Calif. Dept. of Fish and Game  
Western Riverside County Regional Conservation Authority  
Interested parties





**SFPP, L.P.**  
Operating Partnership

October 29, 2012

ENG 4-2-1 (930)  
Reference #11-126-1

Aaron Burton  
Senior Environmental Planner  
Environmental Studies "B"  
Calif. Department of Transportation  
Division of Environmental Planning  
6<sup>th</sup> Floor, MS 829  
464 West 4<sup>th</sup> Street  
San Bernardino CA 92401-1400

Scott Staley  
Project Manager  
County of Riverside  
Transportation Department  
3525 14<sup>th</sup> Street  
Riverside CA 92501

ICF International  
Design Services  
Suite 200  
42145 Lyndie Lane  
Temecula CA 92591

Re: Cajalco Road Widening Project - Temescal Canyon Road to I-215 Freeway  
County of Riverside Project No. C0-0551

Dear Mr. Burton and Mr. Staley:

This is in response to a Scoping Meeting Notice received from ICF International on October 9, 2012, concerning the above referenced project. A copy of this notice is attached.

From previous information in the file Scott Staley is listed as the Project Manager for the County of Riverside and ICF International is shown as performing design services. Therefore, it seemed prudent to advise you all of the most recent communication concerning the referenced project.

Based on the information provided, Kinder Morgan has no conflict with the proposed project.

Please refer to our **File Reference Number 11-126** in any future communications concerning this project.

In the event the project scope changes, please resubmit your request.

Sincerely,

Karly Payne  
Administrative Assistant  
Engineering Department

T: Quinn\letters\421(930)\11-126-1

Enclosure

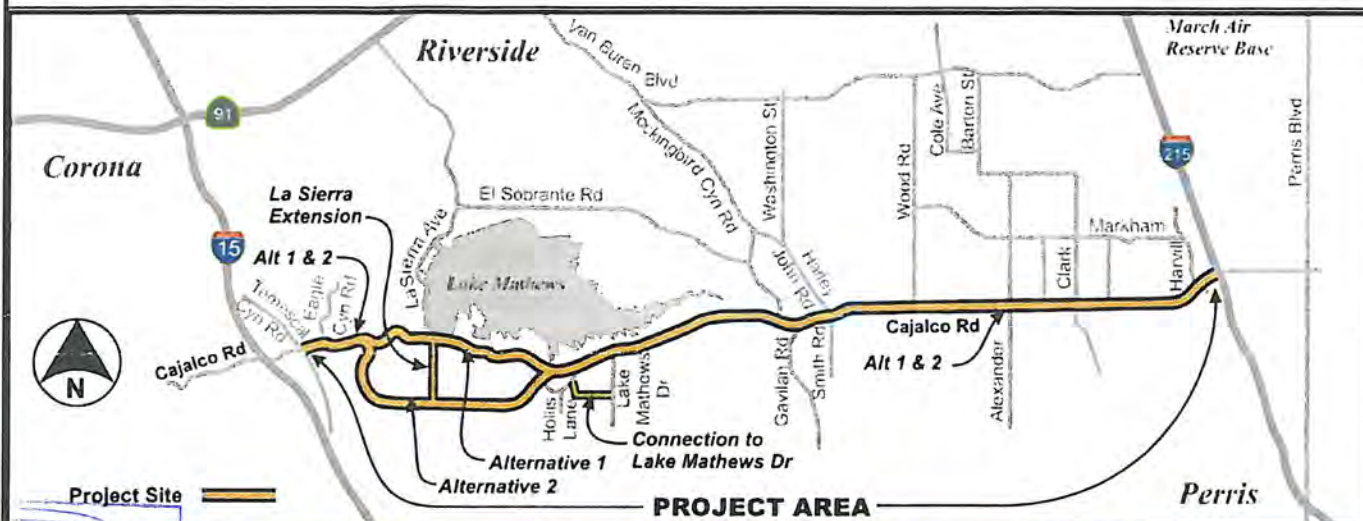




# SCOPING MEETING

## Cajalco Road Widening Project

### Environmental Impact Statement



#### WHAT'S BEING PLANNED

The California Department of Transportation (CALTRANS), in cooperation with the County of Riverside (County), proposes to widen Cajalco Road from two to four lanes between Harvill Avenue at the east end and Temescal Canyon Road at the west end, from four to five lanes between Temescal Wash and Temescal Canyon Road, and from four to six lanes between the Interstate 215 (I-215) southbound ramps and Harvill Avenue. The purpose of the proposed project is to: 1) improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy 1.5; 2) provide improved interregional travel by improving east-west mobility in Riverside County; and 3) improve roadway alignment and intersection design to enhance safety along Cajalco Road. A preferred alternative has not been selected at this point. Two build alternatives and a No-Build Alternative are being considered and will be evaluated in an environmental impact statement (EIS). Build Alternative 1 would widen existing Cajalco Road with minor alignment changes between I-215 and Temescal Canyon Road. Build Alternative 2 would widen existing Cajalco Road between I-215 and Hollis Lane and between east of Eagle Canyon Road and Temescal Canyon Road, would construct a new segment of Cajalco Road between Hollis Lane and east of Eagle Canyon Road, and would include a southerly extension of La Sierra Avenue.

#### WHY THIS AD?

To notify you that SCOPING MEETINGS are being held and to give you the opportunity to provide input on the purpose and need for the project, the alternatives being considered, and issues to be addressed in the EIS, which will evaluate the effects this project may have on the environment.

#### WHEN AND WHERE

Two SCOPING MEETINGS are being held. The date, time, and location for each are shown below.

**Date:** Wednesday, October 24, 2012

**Date:** Thursday, October 25, 2012

**Location:** Lake Mathews Elementary School  
12252 Blackburn Road, Riverside, CA

**Location:** Tomas Rivera Middle School  
21675 Martin Street, Perris, CA

**Time:** 6:00 p.m. to 8:00 p.m.

**Time:** 6:00 p.m. to 8:00 p.m.

Individuals who require special accommodation (American Sign Language interpreters, language interpreters, accessible seating, documentation in alternative formats, etc) should contact CALTRANS District 8 Office of Public Affairs at (909) 383-4631 prior to the meetings. TDD users may contact the California Relay Service TDD line at 711 and ask to be connected to (866) 383-4631. A Spanish translator will be present at each meeting.

#### WHERE YOU COME IN

CALTRANS would like your input on the project purpose and need, project alternatives, and issues to be addressed in the EIS. Please submit your comments in writing no later than November 12, 2012 to Aaron Burton, Senior Environmental Planner, Environmental Studies "B," California Department of Transportation, Division of Environmental Planning, 464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS 829, San Bernardino, California 92401-1400; or submit comments via email to [Aaron\\_Burton@dot.ca.gov](mailto:Aaron_Burton@dot.ca.gov). Please use "Cajalco Road Widening Project" in the subject line of the email. Additional information regarding the project can be found at <http://rcprojects.org/cajalco/>.

#### CONTACT

For more information about this study or any transportation matter, contact CALTRANS at (866) 383-4631 or by email at <http://www.dot.ca.gov/dist8/contact/phone-email.htm>.





*Via electronic mail only*

November 12, 2012

Aaron Burton  
Senior Environmental Planner  
Environmental Studies "B"  
Calif. Dept. of Transportation  
Division of Environmental Planning  
464 W Fourth St, Sixth Floor, MS 829  
San Bernardino, CA 92401-1400

Re: Scoping Notice for Proposed Cajalco Road Widening Project

Dear Mr. Burton:

These comments are submitted on behalf of the Center for Biological Diversity ("the Center") and San Bernardino Valley Audubon Society ("Audubon") regarding the proposed Cajalco Road widening project by Caltrans and Riverside County. Specifically, the Center and Audubon urge that the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) fully address and analyze the Project's impacts to sensitive species, regional habitat conservation plans, greenhouse gas emissions, potential for growth-inducing, cumulative impacts and all reasonable alternatives.

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has 378,000 members and online activists throughout California and the United States, including Riverside County.

The San Bernardino Valley Audubon Society is the local chapter of the National Audubon Society for almost all of Riverside and San Bernardino Counties. It has about two thousand members in that area. Its missions are the protection of natural habitat for birds and other wildlife, and public education about the environment. Audubon was a participant in the earlier litigation resulting in the creation of the Lake Matthews Preserve

The Project, as currently proposed, would widen Cajalco Road from two to four lanes between Harvill Avenue and Temescal Canyon Road, from four to five lanes between Temescal Wash and Temescal Canyon Road, and from four to six lanes between the Interstate 215 (I-215) southbound ramps and Harvill Avenue. While widening the road may improve the transportation facility and address anticipated growth and mobility needs, improve interregional travel and improve roadway alignment and intersection design to enhance safety, the project is proposed in

an area that has already been set aside for conservation, specifically as mitigation for species that have been impacted from prior projects.

Under the National Environmental Policy Act (“NEPA”) agencies must take a “hard look” at the environmental consequences of their actions before these actions occur; and agencies must make the relevant information available to the public so that it may also play a role in both the decision-making process and the implementation of that decision. *See*, e.g. 40 C.F.R. § 1500.1. Similarly under the California Environmental Quality Act (“CEQA”), an EIR must provide decision-making bodies and the public with detailed information about the effect a proposed project is likely to have on the environment, to list ways in which the significant effects of a project might be minimized, and to indicate alternatives to the project. Pub. Res. Code § 21061. Therefore in order to meet the statutory requirement under NEPA and CEQA, the EIS/EIR should include thorough analysis of the following issues.

## I. Direct and Indirect Impacts on Biological Resources

The proposed Project’s footprint lies within a biologically sensitive area that is important to numerous federal and state protect species, including the federal and state listed endangered Stephen’s kangaroo rat. The diversity of rare species found across the landscape near the proposed Project site is impressive and indicates that the proposed project site is part of a larger ecologically intact and functioning unit. The Project will likely lead to direct and indirect impacts on these nearby biological resources, all of which should be thorough analyzed and evaluated in the EIS/EIR. Potential impacts include but are not limited to those associated with permitted and unpermitted recreational activities, the introduction of non-native plants, additional lighting, noise, pollution, creation of potential barriers to wildlife connectivity and the loss and disruption of essential habitat due to edge effects. Resources that are of concern to the Center and Audubon and should be addressed in the EIS/R include:

Common Name Scientific name	Federal/State	Status
Bald eagle	<i>Haliaeetus leucocephalus</i>	Delisted/SE/FP
Burrowing owl	<i>Athene cunicularia</i>	SSC
Bald eagle	<i>Haliaeetus leucocephalus</i>	Delisted/SE/FP
Coastal California gnatcatcher	<i>Poliophtila californica californica</i>	FT/SSC
Least Bell's vireo	<i>Vireo bellii pusillus</i>	FE/MB/SE/
Yellow-breasted chat	<i>Icteria virens</i>	MB/SSC
Southern California rufous-crowned sparrow	<i>Aimophila ruficeps canescens</i>	WL
Bell's sage sparrow	<i>Amphispiza belli belli</i>	WL
Yuma myotis	<i>Myotis yumanensis</i>	BLMS
Western mastiff bat	<i>Eumops perotis californicus</i>	SSC
pocketed free-tailed bat	<i>Nyctinomops femorosaccus</i>	SSC
Coastal California gnatcatcher	<i>Poliophtila californica</i>	FT/SSC



	<i>californica</i>	
Least Bell's vireo	<i>Vireo bellii pusillus</i>	FE/MB/SE/
Yellow-breasted chat	<i>Icteria virens</i>	MB/SSC
Southern California rufous-crowned sparrow	<i>Aimophila ruficeps canescens</i>	WL
San Diego black-tailed jackrabbit	<i>Lepus californicus bennettii</i>	SSC
Stephens' kangaroo rat	<i>Dipodomys stephensi</i>	FE/ST
Northwestern San Diego pocket mouse	<i>Chaetodipus fallax fallax</i>	SSC
Coast horned lizard	<i>Phrynosoma blainvillii</i>	SSC
Orangethroat whiptail	<i>Aspidoscelis hyperythra</i>	SSC
Coastal whiptail	<i>Aspidoscelis tigris stejnegeri</i>	None
Rosy boa	<i>Charina trivirgata</i>	USFSS
Red-diamond rattlesnake	<i>Crotalus ruber</i>	SSC
Western spadefoot	<i>Spea hammondi</i>	SSC
San Diego black-tailed jackrabbit	<i>Lepus californicus bennettii</i>	SSC
Stephens' kangaroo rat	<i>Dipodomys stephensi</i>	FE/ST
Smooth tarplant	<i>Centromadia pungens ssp. laevis</i>	1B.1
San Bernardino aster	<i>Symphyotrichum defoliatum</i>	1B.2
Palmer's grapplinghook	<i>Harpagonella palmeri</i>	4.2
Many-stemmed dudleya	<i>Dudleya multicaulis</i>	1B.2
Round-leaved filaree	<i>California macrophylla</i>	1B.1
Chaparral sand-verbena	<i>Abronia villosa var. aurita</i>	1B.1
San Bernardino aster	<i>Symphyotrichum defoliatum</i>	1B.2
Palmer's grapplinghook	<i>Harpagonella palmeri</i>	4.2
Many-stemmed dudleya	<i>Dudleya multicaulis</i>	1B.2
Parry's spineflower	<i>Chorizanthe parryi var. parryi</i>	1B.1
Long-spined Spineflower	<i>Chorizanthe polygonoides var. longispina</i>	1B.2
Munz's onion	<i>Allium munzii</i>	FE/ST

All of these species and plant communities have been identified as occurring in the general vicinity of the project site for part or all of their lifecycle.<sup>1</sup> Therefore any known impacts to these

<sup>1</sup> CNDDDB 2010 <http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp>

#### **Federal Designation**

FE Federally listed as endangered.

FT Federally listed as threatened.

MB Migratory Bird Treaty Act of 1918. Protects native birds, eggs, and their nests.

BCC U.S. Fish and Wildlife Service Bird of Conservation Concern.

BLMS – BLM sensitive

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locally rare, state and federally protected species within the Project's footprint must be fully disclosed and analyzed. To that end careful documentation of the current site resources is imperative in order to analyze how best to site the project to avoid and minimize impacts and then to mitigate any unavoidable impacts. The EIS/EIR must include thorough, seasonal surveys performed for sensitive plant species and vegetation communities, and animal species under the direction and supervision of the land management and resource agencies such as the US Fish and Wildlife Service and the California Department of Fish and Wildlife with full disclosure of survey methods and results to the public and other agencies. Adequate surveys covering all likely seasons in likely conditions must be implemented to evaluate the existing on-site conditions.

The EIS/EIR must also include concrete, enforceable mitigation measures to reduce direct and indirect impacts to all protected species. The preservation of regional and local scales of genetic diversity is critical to maintaining species in perpetuity especially in light of global climate change and continued urban development in the region. Of particular concern is the Stephen's kangaroo rat. The Stephen's kangaroo rat has suffered permanent loss and severe fragmentation of its habitat to urban development, threatening the long term viability of the species. Therefore the Project's potential direct and indirect impacts to the Stephen's kangaroo rat should be thoroughly evaluated and fully mitigated. Ultimately though *all* species found at the edge of their ranges or that occur at distinct locations be evaluated for impacts by the proposed widening of Cajalco Road.

## **II. Consistency with Regional Habitat Conservation Plans**

The Project's proposed footprint lies adjacent to and contains parts of the Lake Mathews Preserve. Created as mitigation for the development of Lake Mathews by the Metropolitan Water District ("MWD"), the Preserve plays an important role in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) as a "core" conservation area. Therefore any changes, alterations, or potential environmental impacts to the Lake Mathews Preserve and surrounding area must be clearly disclosed and thoroughly evaluated for compliance and consistency with the both the western Riverside MSHCP as well as the Lake Mathews-Estelle Mountain Reserve, which includes the MWD mitigation lands for the development of Lake

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USFSS – USFS sensitive

### **State Designation**

SE State listed as endangered.

ST State listed as threatened. Species that although not presently threatened in California with extinction are likely to become endangered in the foreseeable future.

FP – State fully protected species – no take.

SSC California Department of Fish and Game "Species of Special Concern." Species with declining populations in California.

WL – watch list

For plants:

1B.1 Plant rare, threatened or endangered in California and elsewhere, and very threatened.

1B.2 Plant rare, threatened or endangered in California and elsewhere, and fairly threatened in CA

4.2 Plants of a limited distribution, and fairly threatened in CA.

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Mathews under their HCP. For example, section 7.2.3 of the MSCHP requires a well-defined equivalency analysis and specific design considerations including wildlife under-crossings. This evaluation must occur early in the environmental review process and with transparency so that the public and decision makers will have adequate notice and information to respond. If done thoughtfully and appropriately, Cajalco Road could be widened in its current location without sacrificing the viability of the Lake Mathews Preserve.

### **III. Evaluation of Reasonable and Prudent Alternatives**

The EIS/EIR must include a robust analysis of all alternatives that would alleviate traffic congestion and increase public safety while preserving existing conservation investments. As of now, the EIS/EIR will include analysis and evaluation of two build alternatives and a No-Build Alternative. Alternative 1 would widen the existing Cajalco Road along with minor alignment changes. Alternative 2 would still widen the existing road but would also construct a *new* segment of Cajalco Road and would extend La Sierra to the new segment. The Center and Audubon urge adoption of an alternative that would minimize environmental impacts and maintain existing habitat values of conservation land. The EIS/EIR should include careful and thoughtful evaluation of alternatives that limit the footprint of any changes to Cajalco Road and prevents further road building through the area.

Any alternatives that will result in direct and indirect impacts on biological diversity that cannot be reduced to less than significant, unreasonably expands the scope of environmental impacts or includes unfeasible mitigation measures should be rejected. In particular, the Center and Audubon urge the County and Caltrans to reject any alternative which would bisect or trisect the preserve system and is further south than the current Cajalco Road. This far more environmentally damaging southern route would bring new, unnecessary environmental harm and fragmentation to a biologically sensitive area. New road construction south of the existing Cajalco Road would threaten habitat connectivity, undermine preserves established as mitigation and weaken the HCPs.

### **IV. Other Issues that Must be Addressed in the EIS/EIR**

In addition to those issues raised above, the EIS/EIR must also address thoroughly a variety of other related issues. For example, the EIS/EIR must fully disclose and analyze the growth-inducing impacts of this project, and discuss alternatives and effective mitigation measures to avoid, reduce, and mitigate these impacts. The EIS/EIR must also address the Project impact on air quality, particularly in light of the poor air quality in the southern California region. Lastly, the EIS/EIR must include a detailed analysis of the cumulative impacts of this project together with other completed, current, and reasonably foreseeable development and transportation projects in the area.

## V. Conclusion

The environmental effects of the proposed widening of Cajalco Road will include direct and indirect impacts to biological resources and existing preserves, impacts to air quality and regional urban growth. Evaluation of each of these impacts, as well as, analysis of reasonable and prudent alternatives must be included in the EIS/EIR. Thank you for the opportunity to submit comments on this proposed Project. Please do not hesitate to contact the Center with any questions at the number listed above. We look forward to reviewing any further environmental documentation on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Aruna Prabhala'.

Aruna Prabhala  
Staff Attorney for Center for Biological Diversity

A handwritten signature in black ink, appearing to read 'Drew Feldmann'.

Drew Feldmann  
Conservation Chair, San Bernardino Valley Audubon Society



Good afternoon Mr Burton,

The below are Scoping comments on the Cajalco Road widening by the Sierra Club.

With Monday November 12th being a holiday, the Sierra Club assumes that our comments meet the timeline for submittal. This is the first of two emails.

The below attachment was written on Traffic and Transportation/Pedestrian and Bicycle Facilities for the Mid County Parkway (MCP). The Cajalco Road widening replaces 16 miles of the MCP and has many of the same impacts/problems. With the other 16 miles of the MCP also in the review process, the Caljaco widening DEIS/DEIR needs to address the cumulative, growth inducing direct and indirect impacts of the entire 32 miles (Cajalco ultimate widening and ultimate improvements as well as the MCP between the city of San Jacinto & the I-215). The Draft EIS/EIR for the Cajalco widening needs to answer and address the relevant concerns/issues raised in the below attachment in order to have a chance at being an adequate document.

The EIS/DEIR must show where as well as how the Calajco Road and the Mid County Parkway will meet to make for a continuous road. How will the I-215 and the Ramona Expressway work with these other two roadways. Your analysis of all impacts must be done with the maximum traffic expected by these four roads mentioned above along with those which feed into them. The Irvine-Corona Expressway (ICE) needs to be factored into this DEIR's analysis, because it is in our present Riverside County General Plan and it is a logical extension to this expansion--for some. Does this DEIS/DEIR deal with any roadway on the west side of the I-15 and if so, why? How will the I-15 handle the ultimate widening/improvements of Cajalco Road? This DEIS/DEIR needs to compare the present traffic on the I-15 with what will happen between the Cajalco road connection and the 91 Freeway upon completion of the Cajalco Road Widening project. Alternative 2 appears at first look to cause more biological impacts -- especially with the newly proposed north/south connector road. There needs to be a thorough analysis of all aspects of both alternatives. The proposed north/south connector road needs to be tied to alternative 2 for the purpose of comparing both alternatives. What possible terrorists actions are made easier by continuing to use the dam as a roadway and what are the possible impacts from an attack. The DEIS/DEIR needs to discuss this issue which could significantly impact the the MWD's HCP. Is there a way to avoid this possibility?

How will this project accommodate mass transit and public transportation? Will this be something that is build into the first phases of the project or must we wait many years? How will bicycle lanes be provided and again will they be provided in the first phases? Which roads will be down graded? Are there any near Lake Mathews which will have fewer lanes than presently proposed and when? What changes to roads, that are/will connected to Cajalco, are being proposed for the General Plan Update which are different than the current Riverside County General Plan? The area in which this widening would take place is mainly rural, but it appears the only way pedestrian will be accommodated is by future development. This will mean much higher density. Is your traffic analysis based on current land zoning or what always happens to rural zoning when roadways like this are built? This rural area has a significant number of horse riders. What is your alternative to having a trail for horses near Cajalco Road? Will there be any staging areas provided for horses? How will these proposed trails impact biological resources? The DEIS/DEIR needs to show the best places for trails to help the area remain rural. Roads like the proposed widening often bring additional fire hazards to the area. The DEIS/DEIR needs to show what will be done to prevent this happening to both the human population and biological resources. What resources will be made available to restore habitat in the case of a destructive fire? What vegetation will be planted along the roadway? Will it be drought resistant and native to the area -- palm trees are not needed? Previous efforts to have plants along the road have resulted in many dead plants. How will this be prevented in the future? Will a plant pallet be made available in the DEIS/DEIR? Construction equipment and the increase in traffic will generate more invasive species. What will be done to minimize these impacts?

Their needs to be viable over and under crossings for both the largest of predators and

the smallest of prey. Since most experts believe you cannot have human activity near or intersecting these animal crossings, how can you have trails for humans next to this planned expansion? The DEIS/DEIR needs to show the design/measurements/construction and building materials of these animal crossings as well as each location for the different designs along the entire Cajalco Road. These same diagrams need to include where the trail system for humans would be located. The document needs to fully analyze the impacts of k-rails, medians and fencing on the animal populations in the area as well as those who just occasionally move through. The DEIS/DEIR needs to have clear representations of where these k-rails, medians and fences will be located at different phases of the project along the entire length of Cajalco Road. How will you mitigate for the "dead zones" caused by the expansion of Cajalco Road?. These are places in which animals try to avoid because of the noise, pollution, vibration and lights. Some may call these indirect impacts, but the Sierra Club calls them direct impacts caused by the road. How far will these dead zones reach beyond the Cajalco Road expansion right-away and also pavement?

Will animals nest and repopulate in these zones? This widening is being done to allow significant goods movement with their toxic diesel trucks. How will diesel pollution which will fall onto the plants and into the lungs on animals impact each species? The DEIS/DEIR needs to show where you will accommodate staging areas for both construction equipment, supplies, temporary buildings and building materials. The DEIS/DEIR needs to show what biological impacts will happen because of these staging area. How will you eliminate light pollution from both overhead lights and traffic? The document needs to explain how this will cause never ending predation of different species such as the Stephens Kangaroo Rat. How will the project make up for the increase of predation of this endangered animal by the decades of increased light pollution? Please look into International Dark Sky Standards and try to apply many of their ideas. How and where will you supply viable lands which mitigate for the loss of habitat? Will it be nearby or many miles away? How will the DEIR be able to show replacement habitat and for which species? Will it be the same quality or better habitat and will it be at least a two for one mitigation. The Sierra Club believes it should be closer to five to one mitigation.

What happens if MWD doesn't open their HCP? The Sierra Club expects to be notified when they do open their HCP.

Thank you,

George Hague  
Sierra Club  
Moreno Valley Group  
Conservation Chair  
26711 Ironwood Ave  
Moreno Valley, CA 92555

*(See attached file: A. Liddicoat Rpt\_Final\_.pdf)*

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January 6, 2009

*Via Federal Express*

Ms. Cathy Bechtel  
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Mr. Tay Dam  
Federal Highway Administration  
650 Capitol Mall, Suite 4-100  
Sacramento, CA 95814-4708

**Re: Mid County Parkway Draft Environmental Impact  
Report/Environmental Impact Statement and Section 4(F)  
Evaluation**

Dear Ms. Bechtel and Mr. Dam:

This firm represents the San Geronio and Angeles Chapters of the Sierra Club and San Bernardino Valley Audubon Society on matters relating to the proposed construction of the Mid County Parkway in Riverside County ("MCP" or "Project"). On behalf of our clients, we respectfully submit these comments to help ensure that agency decision-makers fully comply with the California Environmental Quality Act ("CEQA"), Public Resources Code § 21000 *et seq.*, and the National Environmental Policy Act ("NEPA"), 42 U.S.C. § 4321 *et seq.*, with respect to the proposed Project. Our clients are deeply concerned about the far-ranging environmental impacts the Project may have in western Riverside County.

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After carefully reviewing the Mid County Parkway Draft Environmental Impact Report/Statement ("DEIR/S") for the Project, we have concluded that it fails in numerous respects to comply with the requirements of CEQA and NEPA. As described below, the DEIR/S violates these laws because: (1) it fails to adequately describe the Project, (2) it fails to analyze the significant environmental impacts of the Project or propose adequate mitigation measures to address those impacts, and (3) it fails to undertake a legally sufficient study of alternatives to the Project. The Project, as described in the DEIR/S, also violates section 4(f) of the Department of Transportation Act.

The Environmental Impact Report ("EIR") is "the heart of CEQA." *Laurel Heights Improvement Ass'n v. Regents of University of California*, 47 Cal. 3d 376, 392 (1988) (citations omitted). It "is an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return. The EIR is also intended 'to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action.' Because the EIR must be certified or rejected by public officials, it is a document of accountability." *Id.* (citations omitted). Likewise, NEPA requires that federal agencies "consider every significant aspect of the environmental impact of a proposed action . . . [and] inform the public that [they have] indeed considered environmental concerns in [their] decision-making process[es]." *Earth Island Institute v. U.S. Forest Service*, 351 F.3d 1291, 1300 (9th Cir. 2003) (citations omitted).

Where, as here, the environmental review document fails to fully and accurately inform decision-makers, and the public, of the environmental consequences of proposed actions, it does not satisfy the basic goals of either statute. *See* Pub. Res. Code § 21061 ("The purpose of an environmental impact report is to provide public agencies and the public in general with detailed information about the effect that a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project."); 40 C.F.R. § 1500.1(b) ("NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken.").

As a result of the DEIR/S' numerous and serious inadequacies, there can be no meaningful public review of the Project. The Riverside County Transportation Commission and Federal Highway Administration ("RCTC" and "FHWA") must revise and recirculate the DEIR/S in order to permit an adequate understanding of the



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environmental issues at stake. Further, the FHWA must develop feasible and prudent alternatives to using parklands that are protected under section 4(f) of the Department of Transportation Act, and must undertake further planning to minimize harm to any parkland that would be impacted.

This letter, along with the traffic report prepared by MRO Engineers (Exhibit A) and the air quality report prepared by Nathan Miller (Exhibit B), constitutes clients' comments on the DEIR/S. We respectfully refer the RCTC and FHWA to the MRO Engineers and Miller Reports, both here and throughout these comments, for further detail and discussion of the DEIR/S' inadequacies with regard to impacts to transportation and air quality.

## **I. THE DEIR/S FAILS TO COMPLY WITH NEPA AND CEQA.**

### **A. The DEIR/S' Flawed Project Description Does Not Permit Meaningful Public Review of the Project.**

In order for an environmental document to adequately evaluate the environmental ramifications of a project, it must first provide a comprehensive description of the project itself. "An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR." *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus*, 27 Cal.App.4th 713, 730 (1994), quoting *County of Inyo v. City of Los Angeles*, 71 Cal.App.3d 185, 193 (1977). As a result, courts have found that, even if an EIR is adequate in all other respects, the use of a "truncated project concept" violates CEQA and mandates the conclusion that the lead agency did not proceed in a manner required by law. *San Joaquin Raptor*, 27 Cal.App.4th at 730. Furthermore, "[a]n accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity." *Id.* (citation omitted). Thus, an inaccurate or incomplete project description renders the analysis of significant environmental impacts inherently unreliable. While extensive detail is not necessary, the law mandates that EIRs should describe proposed projects with sufficient detail and accuracy to permit informed decision-making. See CEQA Guidelines, §15124 (requirements of an EIR). NEPA similarly requires an accurate and consistent project description in order to fulfill its purpose of facilitating informed decision-making. 43 U.S.C. § 4332(2)(C). As explained below, the MCP DEIR/S fails to meet this basic threshold.

**1. The Project Description Omits Integral Components of the Project, Including All of the Other Transportation Projects that Would Have to be Implemented as a Result of the MCP.**

**a. Local Circulation and Access Projects.**

Implementation of the MCP would require almost 200 transportation circulation system modifications, including realigning interchanges, widening certain roads, closing other roads and creating cul-de-sacs. DEIR/S at 3.6-25. However, the DEIR/S' text never bothers to clearly identify and describe the massive changes in the circulation system; instead, a list of these projects is buried in the document's technical report. These roadway modifications are not trivial, speculative, or optional—they are *part of the Project*, and therefore must be included in the project description. *See San Joaquin Raptor*, 27 Cal. App 4th at 714-16 (holding EIR inadequate where project description failed to include sewer expansion which was “required element of the development project”).

These “modifications” appear to be integral project components, yet the DEIR/S lacks any detail about specific roadway modification design geometrics (i.e., number of lanes and lane configuration). Moreover, like the MCP itself, construction and operation of these roadway modifications will undoubtedly have impacts to existing residential, commercial (retail/office) and industrial land uses, transportation (existing roadways and access), agricultural lands, and open space and wildlife habitat. *See* DEIR/S at 3.1-15. In addition, these projects will have air quality and noise impacts and could result in cumulatively considerable increases in greenhouse gas emissions. Unless the details of all of these roadway modifications are clearly identified and described, it is impossible to evaluate impacts from the whole of the Project.

One example of how the DEIR/S fails to describe the full scope of the Project is that it fails to analyze or give adequate information regarding the fact that the Project will include widening existing bridges to accommodate future growth. DEIR/S at 2-75, n.1. There is no description in the DEIR/S' text regarding the width of each bridge or how this will allow for greater traffic and growth in each of the areas. Widening bridges to accommodate growth is an integral component of the Project, and as such must be fully described. Another example showing the scope of these circulation and access projects is that Alternative 4 would require the construction of 3.3 miles of collector/distributor roads for the connection with I-15 *alone*. DEIR/S at 2-34. Presumably, more such roads will be required for the other connections listed on page

2.39, yet the description of this alternative fails to quantify the length of such connector roads for these other interchanges.

**b. Freeway and Interchange Projects.**

There are numerous other integral components of the Project that receive little or no description in the DEIR/S, thereby understating the full extent of the Project and its impacts. It is unclear whether the impacts from these parts of the Project have been analyzed at all; even if they have, limiting the project description to the MCP mainline itself distorts the full extent of the real project. For instance:

- Alternative 9 would include a 1.8 mile realignment of I-215, while Alternative 4 would include a 3.6 mile realignment and Alternative 5 would require a 2 mile realignment. DEIR/S at 2-58, 2-34, 2-40. The realignment of a major interstate is such an enormous project, it could be the subject of its own EIR/EIS. Yet, the MCP DEIR/S barely gives this project component a passing glance. The DEIR/S' project description contains no specifics regarding the reasoning for the realignment or any description of this project's technical, economic, and environmental characteristics. See CEQA Guidelines § 15124(c).
- The Project would add lanes to I-15. DEIR/S at 3.6-19. This would be another potentially massive infrastructure project, yet here too, we could find no further description of this project.
- The Project includes improvements at the Ontario Avenue/I-15 interchange and a modified I-15 interchange at Cajalco Road. DEIR/S at 2-26. Once again, the DEIR/S fails to describe the nature or extent of these improvements and modifications.

Again, the document's failure to supply information on these 200 circulation projects is not a superficial deficiency. Rather, the DEIR/S' glaring omissions of essential Project components impede reasoned and informed consideration of its environmental impacts. See *Santiago County Water Dist.*, 118 Cal. App. 3d at 829; *Whitman*, 88 Cal. App. 3d at 414-15; *San Joaquin Raptor*, 27 Cal. App. 4th at 721-22; *Stanislaus Natural Heritage Project*, 48 Cal. App. 4th at 194-95. The DEIR/S must be revised to fully describe these projects and comprehensively evaluate their environmental impacts.

**c. Interconnection with Multimodal Transit.**

Although one of the purported purposes of the Project is to “[p]rovide a parkway that is compatible with a future multimodal transportation system” (DEIR/S at 1-11; *see also* DEIR/S at 1-26, 1-29), the DEIR/S lacks any substantive description of how this will be accomplished. In addition, the description of the alternatives entirely fails to describe whether they will meet this objective. At best, the DEIR/S gives a vague, two paragraph description of how the Project would help improve accessibility to future train stations by reducing travel time and traffic congestion so that people can get to the stations. DEIR/S at 1-29. The DEIR/S mentions that the routing of the Project through the city of Perris will offer an opportunity to create a linkage between the Project and two planned transit projects; however, there are three different alternative routes through Perris, and the DEIR/S gives no information regarding whether any one of these would be better or worse for tying in to the planned transit projects. This lack of information regarding a critical component of the Project compromises the public’s and decision-makers’ ability to analyze which alternatives will best meet the objective of connecting with multimodal transit.

**d. Compatibility with Future Tunnel Project: Irvine/Corona Expressway.**

From the DEIR/S’ maps and discussion, it is clear that one purpose underlying the selection of routes and alternatives is the ability of the MCP to tie in with the planned freeway tunnel that would connect to Orange County ( the “Irvine/Corona Expressway”). As discussed below, the tunnel project is actually an integral part of the MCP Project, and they should be analyzed together. Even assuming, *arguendo*, that the tunnel portion of the Project is separate, the DEIR/S must still describe the tie-in with this tunnel as one purpose for the routing of the alternatives and as one purpose of the Project. This is a critical reason for the MCP’s current routing, and the public should know that the Project route was chosen in part to accommodate the tunnel project. The revised DEIR/S should clearly explain the relationship between the MCP and the Irvine/Corona Expressway. The issue of segmenting environmental review is discussed further below.

**2. The DEIR/S Does Not Identify General Plan Amendments Needed to Implement the MCP.**

The DEIR/S finds impacts relating to inconsistencies with numerous goals and policies of several elements of the General Plans for the County and the cities of Corona, Perris and San Jacinto and explains that the MCP may result in appropriate



amendments to these General Plans. DEIR/S at 3.1-34, 35. The document stops short, however, of identifying each of the general plan amendments that would be necessary to implement the proposed Project. The revised DEIR/S must identify the applicable general plan amendments and analyze impacts associated with each amendment. Specifically, some of the amendments may result in environmental impacts, while other amendments may result in internal inconsistencies within each jurisdiction's general plan. The environmental impacts and planning issues that may arise from amending the general plans are indirect impacts of the MCP. As such, they must be identified, analyzed and resolved now; they cannot wait until after approval of the MCP.

**3. The DEIR/S Does Not Adequately Describe Other Project Components.**

**a. Design Standards.**

Perhaps one of the most perplexing flaws in the DEIR/S' project description is the fact that the DEIR/S does not even clearly articulate the design standard for the Project itself. The DEIR/S states "for design purposes, LOS C was considered to be the desirable operating condition during peak hours for roadways and intersections in the MCP study area. In cases where LOS C was considered to be infeasible, LOS D was considered to be an acceptable operating condition for the purpose of determining traffic impacts." DEIR/S at 3.6-2. Thus, the design standards appear to be based on judgment rather than on standard traffic engineering analysis practices or on definitive, quantifiable criteria. Because no information is presented with respect to what constitutes feasible or infeasible operation at LOS C, it appears that an arbitrary decision was made as to whether LOS C or LOS D was appropriate for any given segment of the MCP. Indeed, the DEIR/S fails to specify where each of the LOS standards apply, that is, which roadways and intersections were held to the LOS C standard and which are allowed to operate at LOS D. MRO Engineers best summarizes the flaws in the DEIR/S approach:

Because one individual's "judgment" as to what constitutes a significant increase in traffic could certainly differ from another individual's, we must conclude that the standards of significance employed in the traffic analysis are subjective and, furthermore, arbitrary. Therefore, it is impossible to know whether all significant impacts have been identified in the document, as any such impacts are, apparently, subject to the whims of the analyst, rather than to a well-defined, quantitative standard. Since the requirement to provide

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mitigation is only triggered by the identification of significant impacts, the failure to recognize all significant impacts also likely results in a failure to mitigate impacts.

MRO Engineers Report (Exhibit A) at 5.

The DEIR/S thus fails to provide an "accurate project description" so that there can be an "intelligent evaluation of the potential environmental effects of a proposed activity." *San Joaquin Raptor*, 27 Cal.App.4th at 730.

**b. Construction Phasing.**

The DEIR/S states that the Project would be built in phases but that the timing of the phases will be determined later. Traffic Technical Report at 2-1. Construction is estimated to take at least five years, yet the DEIR/S lacks any substantive description of how this massive Project would actually be implemented. Details of construction are critical to understanding the impacts of the Project, yet the DEIR/S lacks any description of this critical Project component. The revised DEIR/S must describe the overall plan for construction of this Project.

**c. Aesthetic Design Features.**

The project description is lacking because it fails to describe the design template for the aesthetic mitigation measures. As stated in mitigation measure VIS-4, prior to completion of the final design, the RCTC will require the Project Engineer to incorporate attractive walls, medians, and other visually pleasing hardscape into the design. However, this defers the freeway's design template until after Project approval, depriving the public and decision-makers of the ability to understand how this freeway would look on the landscape. The design template for aesthetic features must be identified and described now; it cannot be deferred until after project approval.

**4. The DEIR/S Improperly Segments the MCP from Other Related Actions.**

Agencies may not improperly "segment" projects in order to avoid preparing an EIS or EIR; instead, they must consider related actions in a single document. *Thomas v. Peterson*, 753 F.2d 754, 758 (9th Cir. 1985); *Laurel Heights*, 47 Cal.3d 376-395 (1988). "Not to require this would permit dividing a project into multiple 'actions,' each of which individually has an insignificant environmental impact, but which

collectively have a substantial impact.” *Thomas*, 753 F.2d at 758. The Council on Environmental Quality’s NEPA regulations thus require agencies to consider “connected,” “cumulative,” and “similar” actions within a single EA or EIS. 40 C.F.R. § 1508.25; *Thomas*, 753 F.2d at 758-59. The use of the word “shall” in these regulations makes consideration of these three types of actions mandatory. These implementing regulations are mandatory and binding on federal agencies. *The Steamboaters v. FERC*, 759 F.2d 1382, 1393 n.4 (9th Cir. 1985). Similarly, CEQA regulations require that an EIR describe the entirety of a project, including reasonably foreseeable future actions that are part of a project, and must analyze those reasonably foreseeable actions. 14 Cal. Code Regs § 15378(a). As discussed below, the Irvine Corona Expressway tunnel project meets the requirements for a connected action and therefore must be analyzed concurrently with the direct impacts of the MCP itself.

For purposes of NEPA, actions are “connected” if they are “interdependent parts of a larger action and depend on the larger action for their justification.” 40 C.F.R. § 1508.25(a)(1). Where it would be “irrational, or at least unwise” to undertake one action without other actions, the actions are connected. *Save the Yaak*, 840 F.2d at 720 (holding that road construction and timber sales had “clear nexus” and were thus “connected actions,” requiring expanded scope of review); *Thomas*, 753 F.2d at 759 (road and timber sales were “inextricably intertwined” where “[i]t is clear that the timber sales cannot proceed without a road, and the road would not be built but for the contemplated timber sales.”). An agency should analyze the impacts from two or more similar projects together “when the best way to assess adequately the combined impacts of similar actions or reasonable alternatives to such actions is to treat them in a single impact statement.” 40 C.F.R. § 1508.25(a)(3).

Under CEQA, an EIR need not include speculation about future environmental consequences of a project, but an “EIR must include an analysis of the environmental effects of future expansion or other action if: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effect.” *Laurel Heights*, 47 Cal.3d at 394-396. Under the *Laurel Heights* standard, “the facts of each case will determine whether and to what extent an EIR must analyze future expansion or other action.” *Id.* at p. 396. However, there must be discussion “in at least general terms” of future activity in connection with a project, even if the project is contingent on uncertain occurrences. *Laurel Heights*, 47 Cal.3d at 398. *Laurel Heights* requires a project proponent to analyze future expansion and other such action in an EIR if there is “telling evidence” that the agency has either made decisions or

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formulated reasonably definite proposals as to expand a project in the future. *Id.* at 396-397.

From the MCP DEIR/S' maps and discussion, as well as from outside evidence, it is clear that one purpose underlying the selection of routes and alternatives is the ability of this Project to tie in with the planned Irvine/Corona Expressway tunnel that would connect to Orange County. For instance, all of the MCP Project alternatives terminate west of I-15 at the same location in the immediate vicinity of Cajalco Road. This is the same location where the tunnel project will begin. DEIR/S at 1-35 (stating that the tunnel project would connect Cajalco Road with SR-133 in Orange County). Yet the DEIR/S has no description of why all Project alternatives terminate right at the point where the tunnel project would begin, as opposed to at a point further north or south on I-15. There is also no explanation of why the Project mainline needs to cross over to the western side of I-15. Clearly, the western terminus of the MCP was chosen so that it will tie in with the tunnel, which is actually an interconnected part of the same Project.

The DEIR/S itself describes the tunnel project as a "related project[]" for which transportation agencies have coordinated transportation planning efforts. DEIR/S at 1-29, 1-34, 1-35. It is one of a number of "key elements . . . relevant to the MCP project." DEIR/S at 1-34. As such, the DEIR/S should disclose in its statement of purpose and project description that the MCP and tunnel project have been designed to be integral parts of the same overall project. The tunnel is integral to the MCP because the MCP itself will do nothing to help alleviate traffic traveling west of Corona to Orange County. Instead, it will dump westbound traffic onto I-15, and traffic will then still have to navigate the extremely congested SR-91 or SR-74 to go west. The DEIR/S makes clear that "a majority of west-east trips will be made to the west out of Riverside County using SR-91," yet the "ability to expand capacity on SR-91 is severely restricted by existing development." DEIR/S at 1-16. It is also difficult to expand capacity on parallel routes such as SR-74 and SR-60. Even with planned expansion of existing roadways, the existing roads "will not be able to meet future west-east travel demand." DEIR/S at 1-16. Thus, the Irvine/Corona Expressway is planned in order to relieve this congestion, and it is planned as a direct tie-in with the MCP. Without the tunnel, the MCP will not be able to meet its purpose of facilitating travel "through Corona." DEIR/S at 1-10.

There is also plenty of "telling evidence" within and outside of the DEIR/S regarding the intimate connection between the tunnel project and the MCP. For instance, the RCTC lists the tunnel on its map of planned congestion relief projects. *See Riverside County Transportation Commission, Framework for a Journey*, p. 10, 2008, attached as Exhibit C. Also, the DEIR/S specifically refers to the tunnel when it discusses a "major



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investment study” undertaken by Riverside and Orange Counties. DEIR/S at 1-31. The purpose of this study was to consider corridors that would connect Riverside and Orange Counties. One of these corridors - originally called “Corridor B,” is the tunnel proposal that is also known as the Irvine Corona Expressway. See Riverside County - Orange County Major Investment Study, *Final Alternatives Evaluation and Refinement Report*, Introduction, pp. 1, 5, (MIS Introduction), attached as Exhibit D. See also DEIR/S at 1-34. This study was undertaken because the “growing population and relatively affordable housing market in Riverside County, coupled with increased employment opportunities in Orange County, have resulted in a large number of Riverside County residents commuting to jobs in Orange County each weekday.” *Id.* at 1. This has led to traffic on SR-91-- the only major transportation route for these commuters -- that often flows at less than 30 miles per hour. *Id.* Further, traffic is forecast to increase by 50% by 2030, exacerbating the problem. *Id.* Thus, the RCTC, Orange County Transportation Authority and Transportation Corridor Agencies commissioned the MIS to study ways to relieve the Riverside County to Orange County traffic. As shown by the study, a tunnel that connected with the MCP in Corona would relieve traffic on I-15 south of SR-91. See Riverside County - Orange County Major Investment Study, *Final Alternatives Evaluation and Refinement Report*, Conclusions and Recommendations, at p. 123, attached as Exhibit E. It would also reduce traffic on SR-91 by 101,000 to 129,000 vehicle trips per day. See Riverside County - Orange County Major Investment Study, *Final Alternatives Evaluation and Refinement Report*, Traffic Evaluation of Strategic Alternatives, at 98-99, attached as Exhibit F. As the MIS map on page 99 clearly shows, the tunnel would connect directly to the MCP. *Id.*

As a result of this study, a “locally preferred strategy” was developed that recommended moving forward with further studies of the tunnel concept, along with improvements to other existing roads. See Orange County Transportation Authority website, Riverside Orange Corridor Authority: Riverside Freeway Major Investment Study/Locally Preferred Strategy, attached as Exhibit G. The Riverside Orange Corridor Authority was formed in order to proceed with planning for the tunnel, such as contracting for geotechnical work to study the feasibility of the tunnel. *Id.* The federal government gave \$15 million for these studies. *Id.* The initial geotechnical work has now been done, and the studies indicate that there do not appear to be any geologic barriers to tunnel construction. See Alicia Robinson, *Corona-to-Orange County Tunnel Appears Feasible After Early Tests, Officials Say*, The Press Enterprise, Nov. 14, 2008, attached as Exhibit H.

Taken together, there is clearly “telling evidence” that the two projects are intimately connected and that the MCP depends on the tunnel for its justification and vice

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versa. See Exhibit E, p. 123, Riverside County - Orange County Major Investment Study, *Final Alternatives Evaluation and Refinement Report*, Conclusions and Recommendations. (showing that the MIS assumes the MCP will be built and describing the benefits of tying the tunnel in with the MCP). The tunnel project is also a "reasonably foreseeable consequence" of the MCP. The Riverside Orange County Authority was formed for the purpose of studying the tunnel and other corridors, and the tunnel is part of the locally preferred strategy that is being studied. Geotechnical studies have already been completed, and federal money has already been spent on the project. Further, blasting an approximately 12-mile tunnel under the Santa Ana mountains would clearly change the scope, nature and impacts of the MCP, thus necessitating that the tunnel project be analyzed along with the MCP in an EIR. See *Laurel Heights*, 47 Cal.3d at 394-396.

Lastly, under CEQA, even assuming, *arguendo*, that the tunnel project is not an integral part of the MCP, the RCTC must still discuss the tunnel project in far more detail than it does. *Laurel Heights*, 47 Cal.3d at 398 (requiring discussion "in at least general terms" of future activity in connection with a project, even if the project is contingent on uncertain occurrences). Here, the tunnel project may still be contingent on further funding and study, but planning for the tunnel is already far along. Thus, the MCP DEIR/S must at least discuss the current geotechnical studies that have been undertaken for the tunnel, the federal funding for the tunnel studies, the proposed location of the tunnel, how it would connect with the MCP, and the timing of its construction.

In sum, the DEIR/S' incomplete, unstable and vague project description undermines the validity of each section of the EIR/S analyzing its impacts and identifying mitigation. The document should be revised to correct these many deficiencies.

**B. The DEIR/S' Analysis of and Mitigation for the Impacts of the Proposed Project Are Inadequate.**

The discussion of a proposed project's environmental impacts is at the core of an EIR. See CEQA Guidelines § 15126.2(a) ("[a]n EIR shall identify and focus on the significant environmental effects of the proposed project") (emphasis added). Likewise, NEPA requires that federal agencies "consider every significant aspect of the environmental impact of a proposed action . . . [and] inform the public that [they have] indeed considered environmental concerns in its decision-making process." *Earth Island Institute v. U.S. Forest Service*, 351 F.3d 1291, 1300 (9th Cir. 2003) (citations omitted). As explained below, the DEIR/S fails to analyze the Project's myriad environmental impacts, most saliently in the areas of traffic, air quality, noise, agricultural resources,

visual resources, recreational resources and growth inducing consequences. These inadequacies require that the DEIR/S be revised to provide a complete and accurate analysis of the proposed Project's significant environmental impacts and feasible mitigation for those impacts, as required by law. *See* CEQA Guidelines, § 15002(a)(1) (listing as one of the "basic purposes" of CEQA to "[i]nform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities"); 40 C.F.R. § 1500.1(b) ("NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken.").

**1. The DEIR/S' Analysis of and Mitigation for the Project's Impacts on Transportation are Inadequate.**

The DEIR/S' analysis of the Project's transportation impacts is inadequate because it fails to analyze a reasonable geographical study area, fails to provide an adequate description of all of the related roadway projects that would need to be constructed to support the MCP, fails to rely on accurate and reasonable assumptions, fails to include objective significance criteria, and fails to support its conclusions with the necessary facts.

In addition to these deficiencies which are discussed below, we note a critical flaw in the DEIR/S. The transportation analysis in the DEIR/S is based on information presented in a document prepared by VRPA Technologies, Inc. identified as the Mid County Parkway Traffic Technical Report ("Traffic Report"). Very little of the analysis in the Traffic Report was included in the DEIR/S. More importantly, this Traffic Report *was not* included as a technical appendix to the DEIR/S. *See* DEIR/S Table of Contents at vii). In fact, it took several phone calls and e-mails between George Hague of the Sierra Club and RCTC staff to obtain a copy of the DEIR/S technical reports, including the Traffic Report. California courts require that analysis be presented in the EIR. *See Santa Clarita Organization for Planning the Environment v. County of L.A.* ("SCOPE") (2003) 106 Cal. App. 4th 715, 722 (agency's analysis must be contained in the EIR, not "scattered here and there in EIR appendices"). Here, the DEIR/S' omission is even more egregious since the analysis is not even in the technical appendix. Thus, inasmuch as only select portions of the Traffic Report actually appear in the DEIR/S and because the information in the Traffic Report is not written in a manner that is easily discernable for the lay person, the DEIR/S utterly fails in its role as a public information document.

**a. The DEIR/S Ignores Critical Project Impacts Because It Uses an Artificially Restricted Study Area.**

The DEIR/S's analysis of transportation impacts is hamstrung in part by the document preparer's unwillingness to look beyond the immediate boundaries of the proposed Project area. Indeed, the study area for purposes of evaluating the Project's impacts on area intersections includes only the MCP itself and one intersection to the north and one intersection to the south of the MCP. Traffic Technical Report at 2.2. Because the study area for analysis does not extend much beyond the Project itself, the document concludes – not surprisingly – that the proposed MCP will not cause an adverse increase in traffic in relation to the existing and projected traffic load and capacity of the street system. DEIR/S at 4-15.

The MCP is expected to carry approximately 6,600 vehicles in the a.m. peak hour (between Ramona Expressway and Bernasconi Road) and just over 7,500 vehicles in the p.m. peak hour (between Town Center Boulevard and Park Center Boulevard). Traffic Report, Table 6-19. Moreover, peak ramp volumes (excluding the freeway-to-freeway ramps) are projected to be almost 1,110 vehicles per hour in the a.m. peak hour (at the westbound Reservoir Avenue on-ramp) and 1,355 vehicles in the p.m. peak hour (at the eastbound Perris Avenue off-ramp). As MRO Engineers confirm, hourly traffic volumes of 1,100 to 1,355 vehicles per hour simply do not dissipate in the space of one intersection in each direction from the proposed corridor.

The DEIR/S fares no better with its purported analysis of impacts to the region's arterials and freeways. The study area for freeways extends only two interchanges in each direction from the proposed MCP on I-15 and I-215. Travel is, of course, a local and regional phenomenon. Cars and trucks would not stop at either end of the MCP but continue -- to Riverside and Orange Counties and beyond. The Traffic Report acknowledges this fact when it asserts that the "MCP is a considered to be a project of regional significance to Southern California." Traffic Report at 4-1.

The California Supreme Court emphasized that an EIR may not ignore the regional impacts of a project approval, including those impacts that occur outside of its borders; on the contrary, a regional perspective is required." *Citizens of Goleta Valley v. Board of Supervisors*, 52 Cal.3d 553, 575 (1990). An EIR must analyze environmental impacts over the entire area where one might reasonably expect these impacts to occur. *See Kings County Farm Bureau*, 221 Cal.App.3d at 721-23. This principle stems directly from the requirement that an EIR analyze all significant or potentially significant environmental impacts. Pub. Res. Code § 21061, 21068. Similarly, NEPA requires that



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an EIS discuss all direct and indirect effects of a project, including those that are reasonably foreseeable even though they are farther removed in distance from the project. 40 C.F.R. §§ 1502.16(a), (b), 1508.8. An EIR/S cannot analyze all such environmental impacts if its study area does not include the geographical area over which these impacts will occur. As will be shown below and in the MRO Report, the DEIR/S' constrained study area results in a failure to study all of the freeways, interchanges, roads and interchanges that would be impacted by the proposed MCP.

**b. It is Not Possible to Evaluate the Significance of Transportation Impacts Because the DEIR/S Lacks Adequate Significance Thresholds.**

In those isolated instances where the DEIR/S does analyze the effect of the MCP on surrounding transportation systems, the document lacks credibility because it relies on vague and seemingly arbitrary thresholds of significance. Specifically, the DEIR/S states:

For design purposes, LOS C was considered to be the desirable operating condition during peak hours for roadways and intersections in the MCP study area. In cases where LOS C was considered to be infeasible, LOS D was considered to be an acceptable operating condition for the purpose of determining traffic impacts.

DEIR/S at 3.6-2

Determining whether or not a project may result in a significant adverse environmental effect is one of the key aspects of CEQA. Thresholds are an analytical tool for judging significance. Here, the DEIR/S fails to establish a stable threshold (*e.g.*, level of service ["LOS"] C or LOS D). In addition, the document never bothers to identify the criteria that would be used to determine the infeasibility of a LOS C standard. The document explicitly states: "[i]n cases where roadways and intersections were expected to operate inadequately in the No Build condition and the project was expected to add traffic, *judgment was applied* to determine whether the level of project traffic that was added could be considered significant." (Emphasis added). Traffic Report at 2-4. Such an approach suggests even more strongly the lack of a quantifiable, defensible standard of significance. According to MRO Engineers,

because one individual's "judgment" as to what constitutes a significant impact increase in traffic could differ from another individual's, we must conclude that the standards of significance employed in the traffic analysis are subjective and, furthermore arbitrary. Therefore, it is impossible to know whether all significant impacts have been identified in the document, as any such impacts are, apparently, subject to the whims of the analyst, rather than a well-defined quantitative standard.

MRO Report at 4(attached as Exhibit A).

Moreover, since the requirement to provide mitigation is triggered by the identification of significant impacts, the failure to identify all of the Project's significant impacts also results in a failure to mitigate these impacts.

**c. Vague and Undisclosed Assumptions Preclude a Proper Analysis of the DEIR/S' Traffic and Circulation Analysis.**

**i. The DEIR/S Relies on An Inappropriate Baseline for Evaluating the Project's Transportation Effects.**

As the MRO Engineers' Report explains, basic traffic assumptions in the DEIR/S differ from the universally-accepted source of such information (*e.g.*, guidance provided in the Highway Capacity Manual ["HCM"]), and in fact differ from actual conditions in the study area. For example, the percentages assumed for trucks, buses, and recreational vehicles differ from the HCM default values. More importantly, though, the DEIR/S fails to reflect the actual numbers of trucks on nearby transportation facilities. While the MCP Traffic Report assumes seven percent heavy vehicles (*i.e.*, trucks, buses and recreational vehicles), the number of heavy vehicles on key State highways in the vicinity of the proposed project is considerably higher as shown below:

- State Route 60 (east of I-215): 10.5 percent;
- State Route 74 (between I-15 and State Route 79): 9.0 - 12.0 percent;
- I-15 (between State Route 91 and State Route 74): 5.6 - 10.5 percent, with the higher value near State Route 74;
- I-215 (between D Street and Cactus Avenue): 10.2 - 12.0 percent; and,

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- State Route 79 (between State Route 74 and I-10): 9.5 - 10.4 percent.

Caltrans, Annual Average Daily Truck Traffic on the California State Highway System, September 2008.

The truck percentages for State Routes ("SR") 60 and 74 are perhaps the most useful, as they represent parallel routes to the proposed corridor. As shown, those roadways have average truck percentages in the 9.0 - 12.0 percent range, which is substantially higher than the values used in the DEIR/S analysis. In fact, the truck percentages for all of the nearby State highways are fairly consistent, and only on one segment of I-15 are they lower than the values assumed in the DEIR/S. The failure to accurately account for the presence of trucks and other heavy vehicles on the proposed freeway results in unrealistic and overly optimistic findings with respect to the operation of the proposed Project, adjacent roadways, intersections and other freeways in the region.

In addition, the assumptions in the DEIR/S' future baseline (i.e., future year traffic forecasts) routinely defy common engineering practices. For example, rather than base the future-year level of service analysis on any government agency-adopted listing of programmed intersection improvements (e.g., the SCAG Regional Transportation Improvement Program and/or local capital improvement programs), the DEIR/S states that "... judgment was applied to determine the appropriate future intersection lane geometry." Traffic Report at 2-3. Such an approach is obviously improper, as there is no certainty that the assumed roadway system improvements will occur. Once again, the DEIR/S' overly optimistic approach fails to identify Project-related significant impacts at the key intersections in the vicinity of the proposed MCP. Only programmed roadway projects should be included in the analysis to ensure they have a reasonable likelihood of occurring. The reference on such a list should be the Regional Transportation Plan or applicable capital improvement program, which present the current listing of programmed roadway improvements for a particular region.

Finally, the DEIR/S' assumptions relating to travel demand forecasting are also fraught with problems. As the MRO Engineers' Report explains, the MCP Traffic Report lacks one of the key characteristics of any travel demand forecasting procedure: consistency. Specifically, the Report's identification of future year traffic estimates states:

Whenever the model provided reasonable ADT [average daily traffic] forecasts for local streets, they were used directly. In other cases, ADT forecasts were taken from local Circulation Elements of General Plans. Where sufficient detail was not provided in these documents, ADT forecasts were assumed to correspond to level of service C conditions for the type of roadway specified in the Circulation Element of the General Plan.

Traffic Report at 4-8.

Thus, rather than use a consistent – and objective – approach to estimate future traffic volumes, the DEIR/S uses three different approaches. The criterion for determining whether to use the forecasts derived from the Southern California Association of Governments (“SCAG”) model was whether they were considered “reasonable.” Unfortunately, no standards are set forth to describe what constitutes a reasonable forecast. Again, the analysis seems to be dependent upon the judgment of the analyst, with no meaningful criteria serving as the basis for the analysis results.

**ii. The DEIR/S Underestimates the Increase in Vehicle Miles Traveled That Would Occur Upon Implementation of the MCP.**

The MCP would result in a substantial increase in roadway capacity and, as a result, would facilitate increased travel. As MRO Engineers confirm, the reduction in traffic congestion accompanied by increases in vehicle speeds that occur with increases in highway capacity would result in induced travel. “Additional lanes in the corridor will clearly attract additional traffic, either from parallel facilities or as a result of ‘induced demand’ that will be satisfied by the additional roadway capacity.” Appendix A at 9. Yet the MCP DEIR/S does not take into account induced travel and therefore underestimates the MCP’s environmental impacts (e.g., increased traffic, increased air pollution (criteria pollutants, toxic air contaminants and greenhouse gas emissions)), and increased development in the undeveloped portions of Riverside County.

Numerous transportation studies demonstrate that there is a significant relationship between highway capacity, as measured by lane miles, and the level of travel, measured by daily VMT:



The preponderance of empirical evidence to date suggests that induced effects [of road projects] are substantial. A widely cited study by Hansen and Huang (1997), based on 18 years of data from 14 metropolitan areas, found every 10 percent increase in lanes miles was associated with a 9 percent increase in vehicle miles traveled (VMT) four years after road expansion, controlling for other factors. Another study of 70 U.S. metropolitan areas over a 15-year time period concluded that areas investing heavily in road capacity fared no better in easing traffic congestion than areas that did not (Surface Transportation Policy Project, 1998). Based on a meta-analysis of more than 100 road expansion projects in the United Kingdom, Goodwin (1996) found that proportional savings in travel time were matched by proportional increases in traffic on almost a one to one basis, a finding that prompted the U.K. Government to jettison its longstanding policy, "predict and provide", of responding to traffic-growth forecasts by building more motorways.

Robert Cervero, *Road Expansion, Urban Growth, and Induced Travel: A Path Analysis*, attached as Exhibit I.

The Surface Transportation Policy Project<sup>2</sup> cites a growing body of research showing that widening highways is a temporary solution, at best, to the complex problems of traffic congestion. In the long run, new and wider highways actually create additional traffic above and beyond what can be attributed to population increases and economic growth. This phenomenon is referred to as "induced traffic." According to the Surface Transportation Policy Project website, 100% of additional VMT in Los Angeles County is attributable to "induced traffic"; 72.6% of additional VMT in San Diego County is attributable to it. See Surface Transportation Policy Project, *Build It and*

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<sup>2</sup> The Surface Transportation Policy Project ("STPP") is a diverse, nationwide coalition working to ensure safer communities and smarter transportation choices that enhance the economy, improve public health, promote social equity, and protect the environment. STPP's California field offices provide assistance to local transportation agencies, elected officials and citizen groups in order to help stakeholders take advantage of the new opportunities available under the federal transportation bill to link transportation to land use, housing, social equity, livable communities and smart growth. STPP California is helping to build regional and statewide coalitions, to conduct research and analysis, and to identify funding sources for innovative transportation projects and programs throughout the state.

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*They'll Come*, attached as Exhibit J. These studies indicate that highway-widening projects, such as the proposed Project, actually induce additional traffic—they do not simply “accommodate” existing or predicted traffic.

The revised DEIR/S should evaluate the travel-inducing consequences of the MCP through travel demand modeling. Only by modeling various land use, destination, mode choice and route choice scenarios is it possible to understand travel behavior. It is likely that the revised DEIR/S will determine that the MCP will result in considerably greater VMT than assumed in the current environmental analysis.

**d. The DEIR/S Analyzes Only a Fraction of the Transportation Impacts that Would Occur With the Proposed MCP.**

**i. The DEIR/S Fails to Disclose Impacts to Parallel Roadways and Interchanges.**

Although the Traffic Report asserts that the traffic analysis evaluated impacts on freeways parallel to the MCP, this is not the case. While extensive traffic volume information is presented for the parallel roadways (for both 2005 and 2035 conditions), no level of service analysis is provided. *See, e.g.*, Figures 6-73 and 6-74. Traffic volumes alone are virtually meaningless, as they provide no perspective with regard to the quality of traffic operations (*e.g.*, whether the roadway's level of service is acceptable or unacceptable). Indeed, it is impossible to establish the impacts of the proposed Project based solely on traffic forecasts.

The lack of *any* level of service analysis is a particular concern with respect to the key freeway system connections that will be affected by the proposed Project. Those system interchanges fall beyond the “two interchange” study area boundary established in the analysis, as described above. With the major redistribution of traffic that is likely to occur upon implementation of the proposed freeway, major system interchanges including the following could certainly be significantly impacted:

- I-15 / SR 91,
- I-215 / SR 60, and
- I-215 / SR 74.

At a minimum, the DEIR/S should be revised to evaluate impacts to the following key links in the regional freeway system:

- I-15, north of SR 91,
- SR 91, east of I-15,
- SR 91, west of I-15,
- SR 91, west/south of I-215,
- SR 60, east of I-215,
- SR 60, west of I-10,
- I-215, north of SR 60,
- SR 79, north of Gilman Springs, and
- Proposed SR 79, in the vicinity of the eastern terminus of the MCP corridor and south of that point.

Because the DEIR/S never discloses the actual and specific consequences that the MCP would have on these transportation systems, the public and decision-makers are left in the dark as to the severity and extent of the MCP's impacts. The DEIR/S must be revised to include an analysis of Project-related impacts on these critical transportation system linkages.

**ii. The DEIR/S Fails to Adequately Analyze Impacts to Local Circulation and Access.**

As discussed above, implementation of the MCP would require almost 200 transportation circulation system modifications including realigning interchanges, widening certain roads, closing other roads and creating cul-de-sacs. The DEIR/S text never bothers to clearly identify or describe the massive changes in the circulation system; instead, a list of these projects is simply buried in the Traffic Report.

Implementation of these modifications will have profound impacts on the entire local and regional circulation system. For example, Alternative 9 would include a 1.8 mile realignment of the I-215. DEIR/S at 2-58. The DEIR/S also admits that "the project proposes to add lanes to I-15." *Id.* at 3.6-19. These would be massive infrastructure projects, yet the MCP DEIR/S lacks *any* real description of the projects or their environmental implications. For example, the document inexplicably fails to describe the new alignment of I-215, and it also fails to identify the number of lanes that would be added to I-15. Moreover, the document lacks a description of how these projects, and the construction of these projects, would affect local and regional traffic conditions.

Rather than conduct this comprehensive analysis, the DEIR/S merely selects a handful of projects and generally opines that they would not cause "any

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significant change in travel patterns along any particular route of travel.” DEIR/S at 3.6-25. Under CEQA, conclusions must be supported with substantial evidence. *Pub. Res. Code* § 21080(e)(1)-(2). Similarly, NEPA requires that agencies take a “hard look” at the environmental impacts of a project, and not merely rest on “bald conclusions.” *Maryland-Nat’l Capital Park & Planning Comm’n v. U.S. Postal Serv.*, 487 F.2d 1029, 1040 (D.C. Cir 1973). Here, the DEIR/S provides *no* facts to support its conclusion that these projects would not impact travel patterns.

The DEIR/S authors deny their obligation to conduct this analysis as evidenced by the following statement: “a detailed comparison of travel distances and times is difficult due to the diverse range of travel origins and destination routes.” DEIR/S at 3.6-25. Such dismissive treatment of impacts is not adequate under CEQA or NEPA. The DEIR/S authors use their failure to gather data as an excuse for their inability to document the Project’s impacts. Such an approach violates a fundamental tenet of CEQA. Without this information, it is all but impossible to accurately and effectively gauge the severity and extent of the local and regional access and circulation impacts that would result from implementation of the MCP. In that regard, RCTC has a duty to “painstakingly ferret out” the Project’s impacts. *Env’t Planning and Information Council of W. El Dorado County v. County of El Dorado* (1982) 131 Cal. App. 3d 350, 357 RCTC must “use its best effort to find out and disclose all that it reasonably can” regarding the extent of these impacts. *Citizens to Preserve the Ojai v. Ventura*, 176 Cal.App.3d 421, 431 (1986); *see also Laurel Heights Improvement Assn. v. Regents of the University of California*, 47 Cal.3d 376, 399 (1988) (*Laurel Heights I*) (“We find no authority that exempts an agency from complying with the law, environmental or otherwise, merely because the agency’s task may be difficult.”).

Finally, it is important to note that realigning almost two miles of I-215 would have extensive impacts beyond those affecting local and regional transportation. For example, such a project would certainly require the relocation of existing land uses. In addition, it could potentially result in impacts to cultural resources, a loss of agricultural land, open space, parklands and biological resources habitat as well as increased noise, air pollution and greenhouse gas emissions. The revised DEIR/S must analyze these impacts.

**e. The DEIR Fails to Analyze the Project’s Construction-related Transportation Effects.**

Although the DEIR/S purports to address the Project’s construction impacts “in detail” (*see* DEIR/S at 4-27), this is simply not the case. Indeed, the document



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devotes only two paragraphs to traffic related construction impacts and specifically states that “[a]s is typical with major highway improvements, many of the details of the construction process will be determined in the design plan of the project.” DEIR/S at 3.6-30. The document looks to the eventual preparation of a traffic management plan and suggests that local agencies have “specific procedures” for construction and that “steps will be taken to minimize the traffic impacts of the construction.” *Id.*

Amazingly, the DEIR/S never bothers to identify the agencies that would purportedly be responsible, never specifically identifies or describes the specific construction procedures, and omits any serious consideration about the steps that would be taken to address construction-related traffic impacts. Indeed, the DEIR/S’ language is a “mere expression[] of hope” that responsible agencies will be able to devise a way around the problems created by construction of this massive Project. *Lincoln Place Tenants Ass’n v. City of Los Angeles*, Cal. App. 4th, 2005 WL 1635178, at 10 (July 13, 2005).

The document’s failure to supply this information is not a superficial deficiency. Construction of a project of this magnitude would take several years, would generate substantial traffic volumes (e.g., construction employees commuting to/from the job site, delivery of materials, hauling of excavated material, etc.), and cause substantial traffic congestion. The routes to be used for these trips are not identified, and no analysis of any sort is presented to allow the public and decision-makers to identify and understand potential problem areas during the construction process. The revised DEIR/S must address this impact and identify feasible mitigation measures.

**f. The DEIR/S Fails to Evaluate the Project’s Cumulative Traffic Impacts.**

An EIR must discuss significant “cumulative impacts.” CEQA Guidelines § 15130(a). “Cumulative impacts” are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” CEQA Guidelines § 15355(a). “[I]ndividual effects may be changes resulting from a single project or a number of separate projects.” CEQA Guidelines § 15355(a). A legally adequate “cumulative impacts analysis” views a particular project over time and in conjunction with other related past, present, and reasonably foreseeable future projects whose impacts might compound or interrelate with those of the project at hand. “Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.” CEQA Guidelines § 15355(b). The cumulative impacts concept recognizes that “[t]he full environmental

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impact of a proposed . . . action cannot be gauged in a vacuum.” *Whitman*, 88 Cal. App. 3d at 408. NEPA also requires analysis of cumulative, connected and similar actions that will lead to cumulative impacts. 40 C.F.R. § 1508.25(a), (c); *see also Florida Wildlife Fed’n v. U.S. Army Corps of Eng’rs*, 401 F. Supp. 2d 1298 (D. Fla. 2005). NEPA regulations define a “cumulative impact” as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions . . . .” 40 C.F.R. § 1508.7.

Although we could find no actual analysis of the Project’s cumulative traffic impacts, the DEIR/S suggests that the Project, combined with other cumulative projects, has the potential to result in significant unavoidable adverse impacts on traffic. DEIR/S at 4-36 and 4-37. As discussed above, CEQA and NEPA require an analysis of this potential impact. Such an analysis is of paramount importance in this instance because other large scale roadway projects are on the planning horizon. Indeed, RCTC itself has initiated two other projects on I-15 and SR-91. DEIR/S at 3.6-31. Clearly the revised DEIR/S must analyze the cumulative impacts from all past, present, and reasonably foreseeable future projects. One critical project that certainly cannot be overlooked in the document’s cumulative impact analysis is the Irvine Corona Expressway.

## **2. The DEIR/S’ Analysis of Air Quality Impacts is Inadequate.**

The DEIR/S’ analysis of impacts to local and regional air quality is deeply flawed. Because the attached report by Nathan Miller discusses the inadequacies of the DEIR/S’ air quality analysis in detail (*see* Exhibit B), this letter will highlight just a few of these deficiencies.<sup>3</sup> We respectfully refer RCTC and FHWA to the Miller Report and request that the agencies respond separately to each of the points made therein.

Of critical concern is the DEIR/S’ apparent failure to specifically evaluate the air quality impacts of the Project itself. As the Miller Report notes, the document’s analysis of impacts relating to the Project’s increase in certain pollutants (*e.g.*, particulate matter) is based on the MCP study area, not the MCP itself. The DEIR/S confirms that the air quality analysis is cumulative, not project-specific, in nature: “[t]he analysis of air quality provided in Section 3.14 of this EIR/EIS is a cumulative analysis in that it

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<sup>3</sup>. Note that the Miller Report constitutes Nathan Miller’s preliminary comments on the DEIR/S’ air quality analysis. As Mr. Miller notes, the DEIR/S is incomplete and lacks adequate information for public participation. We may modify our comments upon receipt of the missing and/or corrected documentation.

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considers the emissions of traffic generated by future planned land uses and the effects of other future planned transportation improvements." DEIR/S at 3.25-5. While an assessment of regional emissions must be undertaken in the context of examining the Project's cumulative impacts, it cannot substitute for an analysis of the impacts from the MCP project itself. In this regard, the DEIR/S is fatally flawed in that it fails to achieve CEQA's and NEPA's most basic purposes of informing governmental decision-makers and the public about the potential significant environmental effects of a proposed activity. CEQA Guidelines § 15002 (a) (1); 40 C.F.R. § 1500.1(b).

**a. The DEIR/S Fails to Adequately Describe the Project's Environmental Setting.**

An EIR's description of a project's environmental setting plays a critical part in all of the subsequent parts of the EIR because it provides "the baseline physical conditions by which a lead agency determines whether an impact is significant." CEQA Guidelines § 15125(a). Similarly, under NEPA, an EIS must "describe the environment of the area(s) to be affected or created by the alternatives under consideration." 40 C.F.R. § 1502.15. "Knowledge of the regional setting is critical to the assessment of environmental impacts." CEQA Guidelines § 15125 (c).

According to the American Lung Association's annual air-quality report, Riverside County has the distinction of having the nation's dirtiest air. *See* The Press Enterprise, "Dirtiest Air in Riverside County," April 26, 2006, attached as Exhibit K. Moreover, air pollution studies indicate that living close to high traffic and the associated emissions may lead to adverse health effects beyond those associated with regional air pollution in urban areas. *See* California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective* (excerpts), attached as Exhibit L. The alignment of the proposed MCP would traverse several residential communities including Corona, Perris, and San Jacinto. Consequently, one would expect the DEIR/S to vigorously examine the MCP's impact on sensitive receptors in these communities.

Despite the certain increase in air pollutants in the immediate area of the proposed freeway as well as the entire airshed, the DEIS/R entirely fails to describe a number of factors critical to understanding the effects of this increased air pollution. For instance, the document contains no information regarding the number of people who live within the MCP study area, or more importantly, who live within a mile of the proposed new freeway. Section 3.2 of the DEIR/S has population numbers for the region as a whole, but this information is not helpful in determining how many people will be

affected by certain types of air pollution that are known to be greatest at a short distance from highways.

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. The South Coast Air Quality Management District ("SCAQMD") includes in its list of sensitive receptors, residences, schools, playgrounds, childcare centers, convalescent homes, retirement homes, rehabilitation centers, and athletic facilities. Sensitive population groups include children, the elderly, and the acutely and chronically ill, especially those with cardio-respiratory diseases. Residential areas are also considered to be sensitive to air pollution because residents tend to be home for extended periods of time, resulting in sustained exposure to any pollutant present. Although the MCP would be built immediately adjacent to many established neighborhoods, the DEIR/S completely fails to quantitatively, or even qualitatively, identify the number and type of sensitive receptors that would be affected by this proposed Project. Such information must be provided for each alternative alignment location so that the public and decision-makers can understand who will be at particular risk due to poor air quality under each Project alternative.

Moreover, the DEIR/S fails to adequately identify and describe local air quality. For example, the document reports that the SCAQMD maintains ambient air quality monitoring stations throughout the air basin, but the closest stations appear to be within 9 and 20 miles of the proposed MCP alignment. Air Quality Report at 39.<sup>4</sup> None of the monitors established by the SCAQMD are close enough to the proposed alignment to provide a valid baseline concentration for use in evaluating the Project's air quality impacts. It is our understanding that George Hague (Sierra Club) requested to RCTC in July 2008 that air quality be monitored at stations in immediate proximity to the proposed MCP alignment. The revised DEIR/S should include data from these stations.

**b. The DEIS/R Fails to Analyze the Project's Construction-related Air Quality Impacts.**

The DEIR/S makes no attempt to quantify the construction-related impacts of any MCP alternatives. Instead, it relies on an unfounded assertion that construction-related impacts from the No Build alternatives would be similar to those for the Build alternatives because of the assumed construction of other transportation projects included in the No Build alternatives.

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<sup>4</sup>. The document mentions a monitoring station in Perris, but does not identify the proximity of this station to the proposed MCP alignment.



As the Miller Report explains, this is an unsupportable position. Air quality impacts from construction vary significantly depending on a number of variables, including the type and extent of land disturbance, types and models of construction machinery required, and amounts and types of required resources (both material and human). To assert that air quality impacts from two slates of construction projects would be similar simply because both involve construction of transportation projects is illogical and meaningless.

Rather than conduct an analysis of construction-related air quality impacts, the DEIR/S looks to the Project's compliance with applicable rules and mitigation measures to conclude that impacts would be reduced to a less than significant level. Air Quality Report at 63. Yet once again, the DEIR/S fails to provide any evidentiary support for this conclusion. The document never bothers, for example, to quantify the construction-related emissions. Nor does it disclose the assumed control efficiencies of the various regulations and mitigation measures. Finally, there is no record of what is considered an appropriate level of significance for either emissions or impacts. Without this information, the DEIR/S' conclusion that construction-related air quality impacts would be less than significant cannot be sustained.

According to preliminary calculations included in the Miller Report, construction of the MCP would generate a substantial increase in PM<sub>10</sub> emissions. Miller estimates that over a four-year construction period, about 10,000 tons of PM<sub>10</sub> could be generated. This is equivalent to about 2,500 tons per year or about 14,000 pounds per day ("lbs/day"). Even without considering the exhaust emissions from construction equipment, this amount vastly exceeds the 150 lbs/day SCAQMD significance threshold for PM<sub>10</sub> construction emissions. Moreover, the DEIR/S identifies potentially lead-laden soils near existing or former roadways which would be disturbed by MCP earthwork. The DEIR/S fails to analyze the impact of increased emissions of air-borne lead on nearby sensitive receptors. This is particularly significant in light of the recent tenfold lowering of the federal lead standard from 1.5 ug/m<sup>3</sup> to 0.15 ug/m<sup>3</sup>.

Miller's approximate analysis, which does not include emissions from construction worker travel, illustrates the importance of a thorough evaluation of construction-related emissions. The DEIR/S should be revised to include details such as estimated construction fleet composition, construction schedules, estimated efficiency of mitigation controls, impacts of emissions on ambient air quality, and potential health impacts on sensitive receptors. Without this, the DEIR/S is legally inadequate.

**c. The DEIR/S Fails to Support with Substantial Evidence its Conclusion That the Project Would Not Result in a Significant Increase in Long-Term Regional Emissions.**

Absent any evidence or analysis, the DEIR/S concludes that no new long-term regional emissions would result from implementation of the MCP because the Project would not generate *any* additional traffic. DEIR/S at 3.14-14 (emphasis added). In fact, the DEIR/S concludes that the MCP would actually result in lower total pollutants emitted by motor vehicles than if the freeway were not constructed. *Id.*

Contrary to these unsupported assertions, the Project would add about one million vehicle miles to the region's circulation system.<sup>5</sup> See DEIR/S Table 3.6.K, pg. 3.6-27. Motor vehicle emissions contribute to emission inventories of criteria pollutants and air toxics and thus have the potential to significantly impact air quality. Mobile sources are responsible for more than 50 percent of carbon monoxide, 34 percent of nitrogen oxide (NO<sub>x</sub>) emissions, and more than 29 percent of hydrocarbon emissions (which combine with NO<sub>x</sub> in sunlight to form ozone). See Smart Mobility Memorandum, April 2006, attached as Exhibit M. Clearly, the Project's increase in vehicle miles traveled ("VMT") would result in an increase in air pollutants.

Yet, rather than conduct a quantitative analysis of this increase in emissions and their effect on regional air quality, the DEIR/S states that emissions associated with the Project are difficult to quantify and therefore no emission calculations were undertaken. *Id.* Here, as in numerous other sections of the DEIR/S, the document makes no attempt to provide the necessary facts and analysis to support its conclusions and thus falls far short of satisfying CEQA and NEPA's mandates. *Citizens of Goleta Valley v. Board of Supervisors*, 52 Cal.3d 553, 568 (1990); *Maryland-Nat'l Capital Park & Planning Comm'n v. U.S. Postal Serv.*, 487 F.2d 1029, 1040 (D.C. Cir 1973) (requiring agencies to take a "hard look" at the environmental impacts of a project, and not merely rest on "bald conclusions").

The DEIR/S should be revised to include an accurate assessment of the Project's contribution to regional air pollution. Once this assessment is undertaken, the DEIR/S' preparers will be in a position to identify mitigation measures and/or Project alternatives to mitigate the Project's regional air quality impacts.

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<sup>5</sup>. As discussed above, the DEIR/S actually understates the increase in VMT because the analysis fails to account for induced traffic demand.

**d. The DEIR/S Fails to Adequately Analyze the Project's Increase in Particulate Matter Emissions.**

As discussed above, studies conducted by the California Air Resources Board and others confirm that living close to high traffic and the associated emissions may lead to adverse health effects beyond those associated with regional air pollution in urban areas. *See Exhibit L (CARB Air Quality and Land Use Handbook)*. Specifically, these studies found reduced lung function and increased asthma in children within 1,000 feet of heavy traffic. *Id.* In addition to the respiratory health effects, proximity to freeways increases potential cancer risk. *Id.*

Unfortunately, rather than provide a comprehensive and accurate study of the effect that the proposed MCP would have on particulate matter ("PM") concentrations, the DEIR/S' analysis of PM impacts contains extensive flaws. As the Miller Report clearly articulates, future ambient PM<sub>2.5</sub> concentrations are underestimated, assuming better future air quality than is warranted. Project-related emissions are almost entirely undocumented and cannot be verified. Applicable air quality standards are ignored. Future traffic volumes are questionable, and truck fractions are almost certainly underestimated. As Miller explains, once these errors and omissions are rectified, the air quality analysis would likely conclude that Project-related PM impacts would be significant.

**e. The DEIR/S Fails to Adequately Examine the Project's Health Risks.**

The flaws in the DEIR/S air quality analysis extend to the document's examination of the Project's effect on the community's health. Although the DEIR/S acknowledges that proximity to roads is related to adverse health outcomes, including respiratory problems, the document concludes that it is not possible to analyze the risks associated with mobile source toxics because of the "uncertainties associated with the modeling and risk assessment process." Air Quality Report at 67. The failure to conduct this critical study constitutes yet another fatal flaw in the DEIR/S. As with other important impact analyses, it appears that the DEIR/S authors use their failure to gather data as an excuse for their inability to document the Project's impacts. Such an approach violates the fundamental tenets of CEQA and NEPA. Without this information, it is all but impossible to accurately and effectively gauge the severity and extent of the health effects that would result from building the proposed freeway through established communities. Again, the agencies have a duty to "painstakingly ferret out" the Project's impacts. *Env't'l Planning and Information Council of W. El Dorado County v. County of*

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*El Dorado* (1982) 131 Cal. App. 3d 350, 357; *see also Maryland-Nat'l Capital Park & Planning Comm'n v. U.S. Postal Serv.*, 487 F.2d 1029, 1040 (D.C. Cir 1973) (requiring agencies to take a "hard look" at impacts).

Moreover, as the Miller Report clearly demonstrates, health risk assessment procedures for mobile source toxics are in fact well established. Uncertainties are an inherent part of estimating future conditions and do not themselves preclude analysis. The DEIR/S itself later uses some of these analytical techniques to erroneously conclude that impacts from diesel particulate matter ("DPM") are not significant.

Although the DEIR/S does attempt to address health impacts from exposure to elevated DPM concentrations, it is impossible to verify the accuracy of this assessment inasmuch as it omits essential details. As the Miller Report states, the DEIR/S does not identify the emissions rates used to calculate emissions and therefore it is not possible to determine whether the analysis accurately evaluates DPM emission concentrations. Nor does the DEIR/S analysis include the input parameters for the ambient air quality modeling program. The receptor height and modeling study area appear to be erroneous and arbitrary, leading to an underestimation of Project impacts. In addition, the calculations used to estimate long-term cancer and non-cancer risk contain several errors. We again direct the agencies to the Miller Report for a detailed accounting of the DEIR/S' myriad deficiencies.

**f. The DEIR/S Fails to Adequately Examine the Project's Cumulative Air Quality Impacts.**

The DEIR/S fails to actually analyze the Project's cumulative air quality impacts. Indeed, the document appears to contain only one sentence regarding these impacts: "[t]he analysis of air quality provided in Section 3.14 of this EIR/EIS is a cumulative analysis in that it considers the emissions of traffic generated by future planned land uses and the effects of other future planned transportation improvements." DEIR/S at 3.25-5. While it would appear that the DEIR/S analysis *may* take into account emissions from traffic on other roadways, it is impossible to verify the accuracy of the analysis because the document never segregates the emissions of the proposed MCP from those that would be generated by other transportation projects in the region. Nor does the DEIR/S appear to take into account emissions from non-mobile sources of pollution (e.g., stationary sources such as manufacturing, combustion and mechanical facilities). Unless the DEIR/S identifies all past, present, and reasonably foreseeable sources of air pollution, it is not possible to determine whether the DEIR/S actually evaluated the Project's cumulative air quality impacts. The revised DEIR/S should include this



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information. In addition, this detailed accounting must include all sources of pollution for the entire South Coast Air Basin, not just projects located within the MCP study area.

### **3. The DEIR/S Fails to Adequately Analyze or Mitigate the Project's Noise Impacts.**

A particularly glaring inadequacy of the MCP DEIR/S is its analysis of and mitigation for the Project's noise impacts. The proposed MCP will generate two distinct categories of noise impacts: construction equipment noise, and traffic noise from the cars and trucks that would travel along this six to eight lane freeway. Some of the closest sensitive receptors will be no more than 50 feet from the freeway. The DEIR/S admits that noise from construction of the Project could be as high as 95 dBA (i.e., similar to a gas lawn mower at a distance of one meter), while noise from the traffic traveling along the freeway would be considered *severe* in certain locations. DEIR/S at 3.15-54 and 3.15-125.

The World Health Organization recognizes noise, and in particular traffic noise, as a serious public health problem. *See* excerpts from Traffic Noise Reduction in Europe, attached as Exhibit N. Given the severity of the Project's potential noise impacts, coupled with the effect that elevated noise levels has on public health, the DEIR/S should have rigorously examined this issue. Unfortunately, the document's analysis of noise impacts is riddled with errors and critical omissions. A few of the most troubling errors are briefly reviewed here.

#### **a. The DEIR/S Analysis of Noise Impacts is Hamstrung by Its Failure to Consider All of the Impacted Receptor Locations.**

Given the freeway's proposed alignment through established communities, it is likely that the proposed MCP would impact thousands of sensitive receptors. The DEIR/S states, however, that only 237 sensitive receptor locations were selected to represent land uses in the project vicinity. DEIR/S at 3.15-5. Unfortunately, the DEIR/S does not provide any information as to how these specific sensitive receptor locations were selected, or whether these locations are in fact representative of all potentially affected sensitive receptors. While the document does identify residences, two schools (Val Verde Elementary and Val Verde High) and two parks (Paragon and El Cerrito) as sensitive noise locations, it makes no mention of whether there are any motels and hotels, libraries, religious institutions, hospitals, nursing homes, active sport areas, picnic areas, recreation areas, playgrounds, active sport areas or other parks in the vicinity of the

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proposed freeway. Nor does the document identify the distance between the sensitive receptors it does identify and the proposed MCP alignment. If the DEIR/S under-represented the number and type of potentially affected receptor locations, it also necessarily underestimated the Project's noise impacts on these receptors.

The revised DEIR/S must provide detailed documentation, including maps, supporting the selection of "representative" sensitive receptors. In addition to identifying residences, the revised document must identify each motel and hotel, library, religious institution, hospital, nursing home, active sport area, picnic area, recreation area, playground, active sport area and park that would be potentially affected by this new freeway.

**b. The DEIR/S' Reliance on Noise Attenuation Features Undermines the Entire Noise Impact Analysis.**

The DEIR/S concludes that traffic noise levels at several receptor locations would be lower with the proposed Project than under the existing and future no-build conditions. DEIR/S at 3.15-51. The document asserts that this would be the case because the Project would add "objects like retaining walls and highway ramps that block the line of sight to the noise source." *Id.* Although the DEIR/S never discloses whether these noise attenuation features are actually part of the Project or are assumed to be mitigation for Project impacts, the DEIR/S noise analysis simply assumes they will be implemented.<sup>6</sup>

Unfortunately, the DEIR/S skips a critical step in the analysis of noise impacts: it acknowledges that sensitive receptors would be exposed to noise levels exceeding the noise abatement criteria (defined as an increase of 12 dBA or more), but only specifically identifies those receptor locations where sound walls were not found to be reasonable and feasible. DEIR/S at 4-35. This approach might be acceptable if the implementation of sound walls were certain. But the Noise Study Report makes quite clear that the sound walls may never be constructed. As the Noise Study Report states, "[i]f during final design, conditions have substantially changed, the sound wall may not be provided. The final decision on sound walls depends upon completion of project design and public involvement processes." Noise Study Report at H-12. The document goes on to state, "[i]f pertinent parameters change substantially during the project design,

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<sup>6</sup> While the Noise Study Report asserts that Table H depicts the "with" and "without project" scenarios, Table H actually appears to assume the implementation of these sound walls. Noise Study Report at G-21.

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the preliminary noise abatement decision may be changed or eliminated from the final project design.” *Id.*

The MCP DEIR/S thus fails to fulfill the fundamental purpose of CEQA and NEPA. An EIR is meant to be an informational document, a means of “inform[ing] the public and its responsible officials of the environmental consequences of their decisions before they are made.” *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. Likewise, NEPA’s fundamental purpose is to “insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken.” 40 C.F.R. § 1500.1(b). As the DEIR/S is currently written, it is impossible to determine which receptor locations along the MCP alignment would be exposed to a significant increase in noise levels. By omitting the identification of sensitive receptor locations that would be significantly impacted if not for the eventual construction of sound walls, the thousands of sensitive receptors that border the freeway’s alignment are left in the dark as to whether they will be forced to live with unbearably high levels of traffic noise.

In short, CEQA and NEPA require that the public and decision-makers be made aware of the changes that a Project will cause. The revised DEIR/S must identify *each* receptor location that has the potential to be significantly impacted by the Project, evaluate whether the increase in noise would significantly impact this receptor and then identify and evaluate feasible noise attenuation measures. The revised DEIR/S must fill this critical gap in order to allow the public and decision-makers to understand the actual and specific consequences of the Project.

**c. The DEIR/S Substantially Understates the Severity and Extent of the Project’s Noise Impacts Because the Document Relies on an Unrealistically High Threshold for Evaluating Impacts.**

The DEIR/S asserts that traffic noise impacts are considered to occur at receptor locations where predicted design-year noise levels are at least 12 dB higher than existing noise levels. Noise Report at E-2 and DEIR/S at 3.15-5. This is an inappropriately high threshold. Acoustical experts have determined that a 5 dBA increase is considered a noticeable increase in noise levels, whereas a 10 dB increase is considered a doubling in noise exposure. See City of Los Angeles, EIR excerpts for Autry’s National Center’s Griffith Park Campus Improvements, attached as Exhibit O. By using 12 dBA, the DEIR/S authors take the untenable position that even a doubling of noise levels would not impact nearby sensitive receptors.

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The CEQA Guidelines state that a project would have a significant noise impact if it would result in substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. *See CEQA Guidelines Appendix G.* The question, then, is what constitutes a substantial increase? Typically, if noise generated by a project causes the  $L_{dn}$  at a noise sensitive land use to increase by 5 dBA or greater above existing ambient noise levels, the increase would be considered a substantial temporary or permanent increase and the impact would be considered significant. *See Exhibit O (City of Los Angeles Autry's National Center's Griffith Park campus Improvements).*

Here, the MCP DEIR/S identifies several locations – including a high school – that would experience a doubling in noise exposure, yet it finds these impacts to be less than significant. *See DEIR/S Table 3.15.D at 3.15-47* (showing that the Project would increase noise levels at the Val Verde High School monitoring locations by 7 dBA (sites M-120 and M-121) and 10 dBA at site M-122). Thus, noise levels at the school would range from 75 dBA to 78 dBA, which is similar to the sound a garbage disposal makes from a distance of one meter or a vacuum cleaner from a distance of three meters. *See DEIR/S Noise Study Report Table A.* Clearly, exposing students to this magnitude of noise would constitute a significant impact. Indeed, even Riverside County recognizes that land uses exposed to noise levels greater than 65 CNEL require noise attenuation features. *See Riverside County General Plan Noise Element Table N-2 (Stationary Source Land Use Noise Standards), attached as Exhibit P.*

It is also important to note that where existing ambient noise is already elevated, tolerance is very low for *any* increase in noise. Existing ambient noise at the Val Verde High School is already elevated. Three of the four monitoring locations at the school have existing noise levels greater than 65 CNEL (68 dBA: site M-120; 70 dBA: site M-121; 68 dBA: site M-122 68 dBA). *DEIR/S at Table 3.15.D at 3.15-47.* Here, the proper question is not the relative amount of noise resulting from the Project, but “whether *any* additional amount of [] noise should be considered significant . . .” in light of existing conditions. *Los Angeles Unified School District v. City of Los Angeles*, 58 Cal.App.4th 1019, 1025-26 (1997) (emphasis added).

Had the DEIR/S relied on an appropriate threshold of significance, the noise analysis would likely have shown that far more than 65 receptor locations would approach or exceed the DEIR/S significance threshold. *See DEIR/S at 3.15-51 and Noise Study Report at G-21.* Yet, the document provides no justification for its approach of automatically deeming all such increases of less than 12 dBA to be less than significant.



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The DEIR/S should be revised to evaluate noise impacts against a more reasonable threshold of significance.

**d. The DEIR/S Fails to Evaluate Single Noise Events and Nighttime Noise.**

Another particularly egregious oversight is the DEIR/S' failure to evaluate single noise events or nighttime noise. According to the Riverside County General Plan, motor vehicle noise is characterized by a high number of individual events, which often create a higher sustained noise level in proximity to areas sensitive to noise exposure. *See* Exhibit P. Moreover, heavy trucks and tractor-trailers generate significantly more single noise events than other vehicle types.

One of the main purposes of the proposed Project is to accommodate truck traffic traveling within and through Riverside County. DEIR/S at S-2. To this end, the freeway will include truck climbing lanes for trucks and other slow moving vehicles. *Id.* at 2-71. The DEIR/S' noise analysis should have evaluated how single noise events from trucks traveling along the freeway would impact sensitive receptors, some of which would be no more than 50 feet from the freeway. Yet the document focuses only on average noise, not such single noise events as trucks' engines revving up climbing lanes and trucks' braking as they head downhill through Gavilan Hills.

Analyzing only average noise impacts has been rejected by California courts because impacted residents do not hear noise averages, but single events. *See Berkeley Keep Jets Over the Bay Committee v. Port of Oakland*, 91 Cal.App.4th 1344, 1382 (2001). Single event noise levels have been shown to be likely to result in sleep disruption and speech interference, and heightened levels of stress and annoyance. Noting that "sound exposure level [SEL] has been found to be the most appropriate and useful descriptor for most types of single event sounds," the court in *Berkeley Keep Jets* held that the Port must prepare a supplementary noise analysis calculating the impacts of single-event sounds. *Id.* at 1382. Accordingly, the revised DEIR/S for the MCP must analyze the impacts of single event noise on sleep, speech, stress and annoyance levels, and analyze adequate measures to mitigate those impacts.

Nor does the MCP DEIR/S differentiate between daytime and nighttime noise. Noise can be far more intrusive during the evening and nighttime hours when ambient noise levels are at their lowest and when sensitive receptors are sleeping. Since the surrounding area is quieter at these times, the masking effect of other noise does not screen the freeway noise. The DEIR/S should have taken into account this higher

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sensitivity to noise and evaluated how the increase in noise from the MCP would affect receptors during these sensitive time periods.

**e. The DEIR/S' Analysis of Construction Noise Impacts is Legally Inadequate.**

The DEIR/S fails to evaluate the actual and specific consequences of construction-related noise on nearby sensitive receptors. Given the very high decibel level of construction-equipment and the proximity of sensitive receptors (in many instances, less than 50 feet from the proposed freeway alignment), the DEIR/S should have provided a comprehensive analysis of these impacts. This type of evaluation is necessarily complex, requiring a thorough understanding and description of the amplitude and duration of noise exposure at receptor locations along the entire freeway alignment. Absent a thorough evaluation of the construction noise environment, it is impossible to make a finding regarding a substantial temporary or periodic increase in ambient noise levels. Yet here, the DEIR/S provides almost no analysis and cavalierly concludes that impacts would be less than significant. DEIR/S at 3.15-126.

For example, the DEIR/S fails to support with substantial evidence its conclusion that noise impacts from construction-related trucks would be less than significant. The document admits that noise levels from these trucks could be as high at 87 dBA at 50 feet. Noise Study Report at I-1. According to the DEIR/S, a noise level of 87 dBA approaches the sound a food blender makes at a distance of one meter. DEIR/S at 3.15-3. Absent evidence or analysis, the DEIR/S concludes that this increase in noise levels "would not be perceptible." Noise Study Report at I-1. To conclude as the DEIR/S does, that an impact is less than significant, the analysis must be supported with substantial evidence. Substantial evidence consists of "facts, a reasonable presumption predicated on fact, or expert opinion supported by fact," not "argument, speculation, unsubstantiated opinion or narrative." *Pub. Res. Code § 21080(e)(1)-(2)*. Similarly, under NEPA, agencies may not rest on "bald conclusions," but must take a "hard look" at the environmental impacts of a project. *Maryland-Nat'l Capital Park & Planning Comm'n v. U.S. Postal Serv.*, 487 F.2d 1029, 1040 (D.C. Cir 1973). Because the DEIR/S' conclusion of insignificance is premised on unsupported assumptions and bald conclusions, it falls far short of this threshold.

Other sources of construction noise include pile driving, which the DEIR/S suggests would generate noise levels as high as 95 dBA at the closest sensitive receptor locations. Noise Study Report at I-2. Rather than evaluate how many receptors would experience this ear-splitting noise or describe the duration of the exposure, the DEIR/S

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simply asserts that because construction noise would be regulated by Caltrans' Standard Specifications, any noise impacts would be reduced to a less than significant level. DEIR/S at 4-26. California courts reject this approach to mitigation. Merely requiring compliance with agency regulations does not conclusively indicate that a proposed project would not have a significant and adverse impact. In *Kings County Farm Bureau v. City of Hanford*, 221 Cal.App.3d 692, 716 (1990), for example, the court found that the fact that the EPA and the local air pollution control district had issued the necessary air emission permits for the construction of a coal fired cogeneration plant did not nullify the CEQA requirement that the lead agency analyze the significant air quality impacts of the entire project.

An adequate analysis of construction noise impacts would include the locations of sensitive receptors in the Project area, a description of existing ambient noise levels at these receptor locations, predicted noise levels during each phase of construction at each sensitive receiver location, a comparison of noise levels during construction to the existing ambient noise levels, the establishment of appropriate significance thresholds to assess if the increase would be substantial, and a finding as to whether noise levels would substantially increase. Only upon completion of this analysis will the DEIR/S' preparers be in a position to evaluate whether measures exist to mitigate this impact.

In addition, the DEIR/S ignores altogether construction-related vibration impacts. In addition to contributing to high levels of annoyance, construction-related vibration also can cause substantial property damage. Pile driving is the most significant source of construction vibration and pile-driving would occur within 50 feet of sensitive receptors. The revised DEIR/S must undertake a comprehensive construction vibration assessment.

#### **4. The DEIR/S Fails to Adequately Analyze Visual/Aesthetic Impacts.**

Under CEQA, it is the state's policy to "[t]ake all action necessary to provide the people of this state with . . . enjoyment of aesthetic, natural, scenic, and historic environmental qualities." Pub. Res. Code § 21001(b). Thus, courts have recognized that aesthetic issues "are properly studied in an EIR to assess the impacts of a project." *The Pocket Protectors*, 124 Cal.App.4th at 937 (overturning a mitigated negative declaration and requiring an EIR where proposed project potentially affected street-level aesthetics).

The accepted approach to analyzing visual and aesthetic impacts is as follows:

- Describe the criteria for significance thresholds.
- Characterize the existing conditions of the project site and the surrounding area by photograph and description, and select key viewpoints within the area, including scenic corridors and landscapes.
- Use photomontages or visual simulations, to illustrate the change in character of the project site before and after project implementation.
- Identify feasible mitigation measures and alternatives to reduce or eliminate significant impacts.
- Where mitigation measures are proposed, use the simulations to illustrate the change in character before and after project mitigation measures are imposed (e.g., landscaping at various stages of construction, aesthetic additions to retaining and sound walls).

Although the DEIR/S correctly notes that there will be significant and unavoidable impacts to visual and aesthetic resources, the document does not provide the comprehensive analysis necessary to accurately characterize the severity and extent of this impact. The analysis is crippled in large part because of the document's failure to accurately depict and fully describe the existing visual setting. This leads to a wholly inadequate range of visual simulations and a failure to require all reasonable mitigation measures.

**a. The DEIR/S Fails to Adequately Describe the Existing Environmental Setting.**

As outlined above, one of the first steps in the process of determining visual impacts is to describe the environmental setting. 14 Cal. Code Regs § 15125. A description of the setting is very important in order to determine the baseline, which is itself critical to a meaningful assessment of the impacts of a project. *Save Our Peninsula Committee v. Monterey County Bd. of Supervisors*, 87 Cal. 4<sup>th</sup> 99, 119 (2001). The description of physical environmental conditions must include a local and regional perspective. 14 Cal. Code Regs § 15125. The description should also place special emphasis on environmental resources that are rare or unique to the region and that would be affected by a project. 14 Cal. Code Regs § 15125(a).

Although the DEIR/S has a cursory outline of the various "landscape units" that predominate in the area, it fails to describe or catalogue some of the most important



and scenic areas. For instance, it fails to describe, and barely even mentions, the Lake Perris State Recreation Area, which would be immediately adjacent to the proposed freeway. *See* DEIR/S at 3.7-3 (mentioning the Bernasconi Hills, but not the State Recreation Area in which they lie); Appendix B at 4-6. The DEIR/S also fails to give a substantive description of numerous other scenic park and open space areas, including El Cerrito Sports Park, Paragon Park, the El Sobrante Landfill MSHCP, Harford Springs Wildlife Area, the San Jacinto Wildlife Area and significant portions of the Lake Mathews/Estelle Mountain Reserve. *See* DEIR/S at 3.7-2, 3.7-3 (mentioning, but not describing, some of these areas). Because the DEIR/S fails to place any emphasis, much less special emphasis, on these unique environmental resources as required by 14 Cal. Code Regs § 15125(a), it fails to evaluate the effect that a six to eight-lane freeway would have on these scenic resources.

The DEIR/S also fails to describe the environmental setting from a regional perspective for the purposes of visual impacts. The DEIR/S only focuses on the narrow MCP study area, thereby excluding much of western Riverside County. Because the whole western part of the County is growing quickly, with development and roads being built rapidly, this Project must be analyzed in reference to the greater region. For example, the DEIR/S must consider the views from the top of the Bernasconi Hills, which are at the edge of the MCP study area. *See* DEIR/S at 3.7-3, appendix B at 4-6, 5-2. These views encompass areas inside as well as outside of the study area that will be impacted by planned roadway and development projects. Without a description of the surrounding areas and the planned development there, it is impossible to know what impact the MCP project, especially in conjunction with other development and highway projects, will have on the view from the top of these hills.

**b. The DEIR/S Fails to Adequately Analyze the Significant Visual and Aesthetic Impacts of the Project and Ignores Certain Viewer Groups.**

The DEIR/S never explains why only 29 visual assessment points were selected, and whether these points show the most significant visual impacts caused by the Project. Adequate environmental review must include such an explanation, and must support the selection of a limited number of assessment points with substantial evidence.

The DEIR/S' selection of viewpoints is inadequate because it almost entirely fails to analyze the significant visual and aesthetic effects of the freeway on recreational users of park and open space lands. Instead, the visual impacts analysis focuses almost entirely on views from roadways and residential areas. Out of the 29 "key

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views" analyzed in the DEIR/S, only three are taken from park or open space lands, which are some of the most sensitive lands that would have the greatest visual impacts from this Project. DEIR/S at 3.7-7. The rest are taken from roadways, including some that are taken from the proposed MCP roadway itself. *See* DEIR/S at 3.7-73 (mentioning views of a landfill that motorists on the MCP would see).

The DEIR/S includes "Key view" number 9, taken from a habitat reserve at Mockingbird Canyon; view 14, taken from the Harford Springs Wildlife Reserve; and view 18 taken partly from Paragon Park. The DEIR/S fails to disclose, however, why these views were chosen and why there are apparently no simulations of views from the many other parks and reserves, such as El Cerrito Sports Park, the El Sobrante Landfill MSHCP area, Lake Perris State Recreation Area or the massive Lake Mathews/Estelle Mountain Reserve. Of particular note, the Bernasconi Hills area in Lake Perris State Recreation Area is very popular for hiking, with sweeping views of the surrounding lake, valleys and distant mountains from the top of the hills. *See* Local Hikes: Bernasconi Hills, website (last accessed Dec. 19, 2008), attached as Exhibit Q. Yet the DEIR/S mentions the Bernasconi Hills only in passing.

Further, the DEIR/S mentions the effects of the Project only from the perspective of residents and motorists in the valley looking up at the hills, as opposed to from the perspective of trail users looking down on the proposed freeway. *See* DEIR/S at 3.7-3, appendix B at 4-6. Thus, the DEIR/S appears to entirely ignore hikers and equestrians as viewer groups, even though there are numerous parks and areas where such users would be impacted by the proposed new parkway. *See* DEIR/S at 3.7-1 (mentioning "pedestrians" as a viewer group, but going on to analyze views from roads and developments, not from trails); 3.6-17 (showing the dozens of trails in the area). This approach is untenable. In order to have a full analysis of the effects that the Project will have on views from these areas, the DEIR/S must analyze whether there are trails in these areas, what type of trail users are in the parks, and what effects the Project will have on the views of park users.

It also does not appear that viewpoints were selected to ensure an impartial comparison among alternatives. Because the viewpoints are not equitably distributed among the various alternatives, the level of impact from these alternatives cannot be effectively compared. Significantly, there are virtually no viewpoints selected for any of the three route alternatives from just east of I-15 to the place where Alternative 9 and Alternatives 4 and 5 split off (due south of Lake Matthews). For four or more miles, over the three different route alternatives, there is only one view that is analyzed - "key view" 5. Without analysis of the views at the same longitude on the other alternatives, there is

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no way for the public and decision-makers to compare the different aesthetic and visual impacts between the alternatives.

The DEIR/S also fails to provide simulations of views from some roadways that qualify for scenic designations. Although the DEIR/S mentions that "key views" were chosen partly on the basis of whether areas qualified for designation as scenic roads, the document fails to disclose whether any of the "key views" actually show the Project impacts on such roadways. DEIR/S at 3.7-6 (listing road segments eligible for designation and stating that this was taken into account when choosing the "key views"). It appears that some of the roads that qualify for scenic designation may be included in the 29 "key views," (such as the section of I-15, included in "key view" numbers 1 and 3), but the analysis fails to explicitly state whether this is true for any of the road sections; thus, the reader is left to wonder whether the DEIR/S actually analyzed the impacts to these important views.

Further, the DEIR/S fails to contain any visual simulations of the Project's retaining walls. The Project is expected to require the construction of somewhere between 11,000 and 15,400 meters (11 to 15 kilometers) of retaining walls, some up to 19 meters high, depending on which alternative is selected. DEIR/S at 2-79, Table 2.5.B. The DEIR/S also fails to contain any visual simulations or descriptions of the aesthetic impacts of the Project's sound walls. This is despite the fact that the Project is expected to require the construction of between 8,760 and 15,181 meters (8.7 to 15.2 kilometers) of sound walls. Sound walls can present significant aesthetic and visual impacts, potentially cutting off views that some residents, pedestrians and motorists previously enjoyed and cutting off the connectivity of previously intact views. Likewise, retaining walls that are up to 19 meters high can significantly degrade views. The complete lack of simulations or descriptions of these walls renders the DEIR/S incomplete. Further, the failure of the simulations to include these features is inconsistent with the manner in which the "key views" were supposedly chosen in the DEIR/S. The DEIR/S states that the key views were selected by choosing areas that would have the most substantial changes due to the Project, such as areas where "sound walls or retaining walls" would be constructed. DEIR/S at 3.7-6. This internal inconsistency prevents the public and decision-makers from comparing the alternatives and the Project's impacts in a straightforward manner.

The DEIR/S further fails to provide any discussion, analysis or simulations of billboards, despite the fact that the DEIR/S acknowledges that the Project may be attractive to the billboard industry. DEIR/S at 3.7-69. Billboards have long been recognized as blight on the landscape. Jurisdictions routinely attempt to reduce visual

pollution by banning or placing severe restrictions on the use and placement of billboards. Notwithstanding these facts, the DEIR/S fails to provide *any* analysis of whether this potential impact would be significant, especially when viewed in tandem with the other visual impacts of the Project. The DEIR/S further states that any billboards would be regulated by County ordinance and that this regulation would avoid, minimize and mitigate any adverse visual impacts due to billboards. DEIR/S at 3.7-69. However, compliance with existing county law does not qualify as mitigation. *Oro Fino Gold Mining Corporation v. County of El Dorado*, 225 Cal.App.3d 872, 885 (1990). The DEIR/S must analyze the visual impacts of billboards, provide simulations that include billboards and propose adequate mitigation measures to minimize these impacts.

**c. The DEIR/S Fails to Use Simulations to Illustrate Mitigation Measures.**

Where the DEIR/S does proposed mitigation, the document fails to use simulations to illustrate the change in character before and after mitigation measures are imposed (e.g., landscaping at various stages of construction, aesthetic additions to retaining and sound walls). Without these simulations, the public and decision-makers have no way of determining the aesthetic impacts of the Project, let alone comparing the alternatives.

**d. The DEIR/S Fails to Adequately Mitigate for Light Pollution.**

Because the area is within the Palomar Nighttime Lighting Policy Area, it is particularly important that the DEIR/S adequately analyze light pollution and propose all feasible mitigation measures. Although the DEIR/S correctly finds that the MCP will cause significant new light and glare, it fails to propose all feasible mitigation measures. For instance, the DEIR/S should require off-site mitigation for light and glare. This could take the form of placing shields on existing light fixtures on highways or other public areas. Mitigation could also take the form of banning lighting on billboards erected next to the parkway.

**e. The DEIR/S' Mitigation Measures For Visual/Aesthetic Impacts are Inadequate.**

The DEIR/S fails to ensure that there are adequate performance standards for mitigation measures. For instance, mitigation measure VIS-8 states that the MCP Corridor Master Plan will include a design template for aesthetic features. It goes on to



state that the purpose is to create consistency in aesthetic design through the corridor. However, it gives no standards defining what the features should be. Having a consistently bad design feature hardly mitigates for visual impacts. Similarly, measure VIS-4 has no performance standards. It simply states that, prior to completion of the final design, the RCTC will require the Project Engineer to incorporate attractive walls, medians, and other visually pleasing hardscape into the design. Deferring the freeway's design template is unacceptable. The DEIR/S must describe the aesthetic design of the freeway in order to allow decision-makers and the affected public to understand how this freeway would look on the landscape. As such, the design template for aesthetic features must be identified and described now; it cannot be deferred until after project approval.

**f. The DEIR/S Fails to Adequately Analyze the Cumulative Visual/Aesthetic Impacts.**

The DEIR/S' analysis of cumulative visual/aesthetic impacts is flawed because it fails to list all past, present and foreseeable future projects that will impact the visual landscape. In this section, the DEIR/S devotes a paragraph to the four relevant general plans, three brief paragraphs to historical development of the area, and a few paragraphs to planned specific projects. However, with the exception of the March Air Force Base redevelopment, nowhere does it actually list any of the recent, current or foreseeable individual development projects or specific plans. DEIR/S at 3.25-6 - 3.25-11 (mentioning that there are over two dozen active development projects in the pipeline but giving no details). The document discusses only in the most general of terms about how cumulative development and transportation projects will "contribut[e] to a change from a county characterized by large undeveloped areas . . . to a more developed, urbanized landscape." DEIR/S at 3.25-31. This cursory discussion violates NEPA and CEQA. *See City of Carmel-by-the-Sea v. U.S. Dept. of Transp.*, 123 F.3d 1142, 1160 (9<sup>th</sup> Cir. 1997) (EIS insufficient when it described past projects "with generalities insufficient to permit adequate review of their cumulative impact"). The revised DEIR/S must include an analysis of the Project's cumulative impacts upon visual and aesthetic resources.

**5. The DEIR/S Fails to Adequately Analyze and Mitigate the Project's Impacts on Agricultural Resources.**

**a. The DEIR/S Improperly Concludes That There Are No Significant Impacts to Agricultural Lands and Then Fails to Mitigate for Such Impacts.**

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The DEIR/S' conclusion that there will be no significant project-specific or cumulative impacts to agricultural lands is astounding and is not supported by substantial evidence. It is not disputed that the Project will lead directly to the permanent destruction of 823 to 1064 acres of farmland, including 307 - 391 acres of prime or unique farmland. DEIR/S at 3.3-19. By any measure, the loss of many hundreds of acres of farmland is significant. This is especially true given the importance of farms and farm income to Riverside County:

"Agriculture is one of Riverside County's most important land uses. . . . It is also the largest industry in the county in terms of dollar values . . . . Nevertheless, agriculture faces continuing conversion pressures near and within agricultural regions. For example, between the years 2000 and 2002, 18,688 ha (46,719 [acres]) of agricultural land in Riverside County were converted to nonagricultural uses." DEIR/S at 3.3-1.

The DEIR/S attempts to minimize the tremendous impact of this Project on farmlands by using a federal "farmland conversion impact rating" tool to rate the impacts. See U.S. Department of Agriculture, *Farmland Conversion Impact Rating for Corridor Type Projects*, Form NRCS-CPA-106, attached as Exhibit R. While this tool may be required for compliance with the Farmland Protection Policy Act, it is not determinative of whether the impacts are significant under CEQA. In fact, the CEQA Guidelines suggest using a different rating tool to determine the significance of a project's effects on agricultural land. CEQA Guidelines Appendix G. This tool, called the "California Agricultural Land Evaluation and Site Assessment Model" ("California Model"), is optional, and lead agencies may choose to use other means of determining significance. See California Department of Conservation, *California Agricultural Land Evaluation and Site Assessment Model Instruction Manual*, 1997, attached as Exhibit S. However, because the California Model is specifically mentioned in CEQA Guidelines, an agency should ensure that if it chooses to use a different model, the model should contain the same basic criteria for determining significance.

In this case, the federal model used in the DEIR/S fails to analyze many of the factors that are a part of the California Model. Specifically, the California Model bases its determination of significance on: (1) the determination of soil characterizations, (2) the availability of water resources, (3) the amount of surrounding land that is protected through easements, Williamson Act reserves and public land holdings, (4) the size of the project, and (5) the level of agricultural use of surrounding lands. In contrast, the federal model used in the DEIR/S fails to consider three of these factors: specific soil characterizations and ratings, availability of water resources, and amount of surrounding land that is protected. The federal model does consider the size of the Project and the

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amount of surrounding land that is in agricultural use; however, without the other factors, the analysis is incomplete for CEQA purposes.

The DEIR/S' failure to adequately consider whether the Project will conflict with existing Williamson Act contracts is particularly egregious. Although the DEIR/S does quantify the Project's impact on Williamson Act contracts, finding that it would impact between 41 and 110 acres of land under contract, DEIR/S at 3.3-20, the DEIR/S contains absolutely no analysis of whether or not this is significant. Given that CEQA Guidelines Appendix G specifically states that a project's impacts on Williamson Act contracts is one of three important factors to be considered in determining whether impacts are significant, the failure of the DEIR/S to analyze this issue renders the impacts analysis incomplete. The DEIR/S' determination that there are no significant impacts is based on an analysis using the federal impact rating tool; however, this tool fails to consider impacts on Williamson Act contracts. Thus, the DEIR/S' significance determination fails to analyze crucial information and therefore is lawfully inadequate and not based on substantial evidence.

As described above, the DEIR/S' project description was drafted narrowly so as to exclude other, related components of the MCP. Further, the Project was improperly segmented from other, related projects that are integral parts of this Project. Thus, a new agricultural impacts assessment must be conducted that takes into account the *full scope* of this Project.

Lastly, the DEIR/S' finding of no significant impact is inconsistent with findings from the same lead agencies just six years ago in connection with environmental review of the Hemet to Corona/Lake Elsinore ("HCLE") corridor study. This study was the precursor to the MCP study and it built the foundation for the decision to build the MCP in the currently proposed corridor. In the HCLE environmental review, the agencies found that "[e]very alternative within the HCLE Corridor would include hundreds of hectares of potentially affected designated farmland," and that, even after implementation of mitigation measures, "impacts to designated farmland will remain significant." See 2002 Environmental Impact Report/Study for Hemet to Corona/Lake Elsinore Corridor, Farmland Impacts Section 6.2, attached as Exhibit T. Clearly, the MCP DEIR/S' conclusion that impacts relating to loss of agricultural lands would be less than significant cannot be sustained.

**b. The DEIR/S Does Not Adequately Compare the Impacts of the Alternatives.**

In its analysis of farmland impacts from the different Project alternatives, the DEIR/S fails to compare the “no project” alternatives with the “project” alternatives in a meaningful way. For all of the “project” alternatives, the DEIR/S simply lists the acreage of farmland that will be converted by the construction of the MCP. DEIR/S at 3.3-19. However, for the “no project” alternatives, the DEIR/S states that no impacts to farmlands would occur due to the Project *itself*, but that conversion of farmlands could result from *other* transportation improvement projects. Thus, it appears that the DEIR/S is comparing apples and oranges here: it does not include impacts to farmland from other transportation projects in its “project” alternatives, but does include such impacts in its “no project” alternatives. This is confusing and arbitrary given that there are numerous other transportation projects that are contemplated whether or not the MCP is constructed. See DEIR/S at 1-29 to 1-36.

The DEIR/S should be revised to correct this serious deficiency. If disapproval of the MCP would result in predictable actions by others (i.e., the construction of other roadway projects), this should be discussed. However, if RCTC assumes that other projects would be initiated, these other projects must be based on current plans and consistent with available infrastructure and community service. See CEQA Guidelines section 15126.6 (e) (2). Moreover, this analysis should be in addition to, and not replace, the analysis of the “no project” alternative, which discusses the existing conditions at the time the notice of preparation was published. *Id.*

**c. The Project Would Result in Significant Cumulative Impacts on Agricultural Resources.**

Even more remarkable than the DEIR/S’ failure to find significant Project-specific impacts on agricultural resources is the document’s failure to find any cumulatively significant impacts. This conclusion is simply not supported by substantial evidence and is arbitrary and capricious. As discussed above, the analysis of cumulative impacts is a “vital provision” of CEQA and NEPA, helping to ensure that significant impacts are not ignored simply because no single project has an individually large impact. *Bozung v. LAFCO*, 13 Cal 3d 263, 283 (1975). An EIR must discuss a cumulative impact if the project’s incremental effect combined with the effects of other projects is cumulatively considerable. 14 Cal Code Regs § 15130(a). As noted in the DEIR/S, Riverside County has experienced the conversion of tens of thousands of acres of farmland over the past decade. DEIR/S at 3.3-1. The County is expected to continue



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to lose more farmland due to other highway and development projects. *Id.* at 3.3-11. Thus, the DEIR/S must analyze the impacts to farmland from these past projects, other current projects and probable future projects. 14 Cal Code Regs § 15065(a)(3).

There are dozens of past, current and probable future transportation-related, residential, commercial and industrial development projects that will impact agricultural land in western Riverside County. The DEIR/S lists some of the related transportation projects. DEIR/S at 1-30 to 1-36. In fact, it acknowledges that "conversion of other farmlands to nonagricultural uses could result from other transportation improvement projects included in the No Build alternatives." *Id.* at 3.3-20. However, the document fails to quantify, analyze, or even mention, how many acres of farmland will be lost due to these projects. Equally troubling, it fails to even list non-transportation related projects that are expected to be built in the Project area. While the DEIR/S admits that new developments are cropping up in many places within the Project area, it simply neglects to quantify or analyze the cumulative impacts of these projects on loss of farmland. *See* DEIR/S at 3.7-7 to 3.7-33 (listing "key views" and noting that at least 12 of the 17 views analyzed in the DEIR/S will soon be changed due to impending construction of residential or commercial development).

Rather than list the known and foreseeable past, current and future projects that affect farmland, the DEIR/S' cumulative impacts section devotes a paragraph to the four relevant general plans, three brief paragraphs to historical development of the area, and a few paragraphs to planned specific projects. *See* DEIR/S at 3.25-6 - 3.25-11 (mentioning that there are over two dozen active development projects in the pipeline but giving no details). This cursory treatment violates both NEPA and CEQA. *See City of Carmel-by-the-Sea v. U.S. Dept. of Transp.*, 123 F.3d 1142, 1160 (9<sup>th</sup> Cir. 1997) (EIS insufficient when it described past projects "with generalities insufficient to permit adequate review of their cumulative impact").

As noted above, the DEIR/S acknowledges that between 2000 and 2002, 46,719 acres of agricultural land in Riverside County were converted to non-agricultural uses. When the approximately 800 - 1000 acres of farmland that would be impacted by this Project are added to the 46,719 acres previously impacted, it is untenable to assert that there are no significant cumulative impacts on these resources. Although the DEIR/S is not explicit, the RCTC appears to base its determination of no significant impacts partly on the fact that farmland conversion is already anticipated in the general plans. *See* DEIR/S at 3.3-12 (mentioning that loss of farmland is contemplated in some of the general plans that are relevant in the Project area). Even if this is true, the DEIR/S' analysis violates CEQA, which require that the significance of impacts be measured

against a baseline of existing conditions, not future conditions. 14 Cal Code Regs § 15125 (a); *see also*, *Woodward Park Homeowners Ass'n v. City of Fresno*, 150 Cal App 4<sup>th</sup> 683, 707 (2007) (EIR must "compare what will happen if the project is built with what will happen if the site is left alone."). The fact that regional planning documents acknowledge that farmland conversion may occur in the future is irrelevant to the analysis of whether the MCP and other past, current and probable development projects will have a cumulatively significant impact on farmland. The DEIR/S must explicitly acknowledge the baseline for its "no significant impacts" determination and cannot use future expectations as the baseline. Further, even if the DEIR/S did (incorrectly) base its significance determination on existing general plans, it should find a significant impact because Alternative 9 is inconsistent with the Riverside County General Plan, which encourages conservation of farmland. DEIR/S at 3.1-31.

**d. The DEIR/S Fails to Require Mitigation Measures.**

Because it finds no significant impacts on agricultural resources, the DEIR/S does not require any mitigation measures. Given that its finding of no significant impacts is not supported by substantial evidence, the DEIR/S must be redrafted and must incorporate all feasible mitigation measures. Such measures could include, but are certainly not limited to, purchasing agricultural easements on nearby land to protect it from future development or avoiding sensitive or special agricultural lands.

**6. The DEIR/S Fails to Fully Analyze the Project's Growth-Inducing Impacts.**

Both NEPA and CEQA require analysis of the growth-inducing impacts of a proposed project. 40 C.F.R. § 1508.8(b); Cal. Pub. Res. Code § 21100(b)(5). According to NEPA, an EIS must consider "growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems." 40 C.F.R. § 1508.8(b). The purpose of this analysis is "to evaluate the possibilities [for new growth induced by the project] in light of current and contemplated plans and to produce an informed estimate of the environmental consequences." *City of Davis v. Coleman*, 521 F.2d 661, 676 (9th Cir. 1975). In conducting this analysis, "an agency must use its best efforts to find out all it reasonably can." *Id.* Applying this standard, the Ninth Circuit in *City of Davis* found "totally inadequate" the government agency's conclusion that a proposed freeway interchange would not have significant growth-inducing effects. *Id.* Indeed, the court found the interchange an "indispensable prerequisite" and "essential catalyst" for future development. *Id.* at 674. The court held, moreover, that the

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uncertainty of whether new development would occur did not make the growth-inducing effects of the interchange "too speculative for evaluation," but, rather, suggested the need for exploring in the EIS the range of possibilities for potential development. *Id.*

CEQA likewise requires that an EIR include a "detailed statement" setting forth the growth-inducing impacts of the proposed project. Cal. Pub. Res. Code § 21100(b)(5); *City of Antioch v. City Council of Pittsburg*, 187 Cal. App. 3d 1325, 1337 (1986). The statement must "[d]iscuss the ways in which the proposed project could foster economic growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." CEQA Guidelines § 15126.2(d). It must also discuss how projects "may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively" or "remove obstacles to population growth." *Id.*

**a. The DEIR/S' Analysis of the Project's Growth-Inducing Impacts is Based on Flawed Assumptions.**

Like the interchange at issue in *City of Davis*, the proposed MCP Project is an "indispensable prerequisite" and "essential catalyst" for future development. *See City of Davis*, 521 F.2d at 674. The construction of a six to eight lane freeway would eliminate some of the current difficulties of east-west travel in western Riverside County and would facilitate access between many communities in the region. Moreover, the Project, coupled with related roadway improvements on I-215, would substantially increase capacity and improve access for the proposed redevelopment of the March Air Force Base. The Air Base is expected to lead to the development of 4,400 acres and the creation of 38,000 jobs. Despite the potential for this huge project to be constructed immediately next to the MCP study area, the DEIR/S entirely fails to describe whether and to what extent the MCP will encourage or facilitate the development of the Air Base.

Further, as in the *City of Davis* case, significant portions of the area across which the MCP would traverse are undeveloped, rural lands. *See City of Carmel-by-the-Sea v. U.S. Dept. of Transp.*, 123 F.3d 1142, 1162 (finding that growth-inducing impacts were properly analyzed and distinguishing *City of Davis* in part because the area around Carmel was already largely developed) (citing *City of Davis*, 521 F.2d 661). Some of this land -- particularly the land in Alternative 9 between the Lake Mathews South Segment and Placentia/Rider Streets -- is not currently planned for growth or development. DEIR/S at 3.2-13 ("Alternative 9 follows an alignment that was not considered in the Riverside General Plan," and construction of two interchanges in this area "could hasten the build out of these areas or result in the introduction of more intense uses than were

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considered in the adopted Riverside County General Plan.”). Thus, the DEIR/S cannot rely on current general plans to find that development patterns in the area are already set and that the MCP would not lead to further, unplanned development. *See City of Carmel-by-the-Sea*, 123 F.3d at 1162 (finding that because “development is [] planned for in the Carmel Valley Master Plan[,] it has been accounted for and properly analyzed[, so n]o further analysis is warranted.”). Instead, the DEIR/S must analyze the range of possibilities for induced development in the rural areas that are not currently planned for development. The cursory paragraph on page 3.2-13 regarding the rural lands that might be affected under Alternative 9 fails to adequately analyze a range of possibilities for development.

Similarly, the DEIR/S cannot rely on unsupported assumptions about future growth or on current general plan designations to assume that growth will not occur as a result of the MCP; instead, it must explore the range of possibilities for such growth. *City of Davis*, 521 F.2d at 674. For example, the DEIR/S states that “it is expected that the low-density nature of the area [south of the proposed El Sobrante Road interchange] would not be altered.” DEIR/S at 3.2-10. But this statement fails to answer the question whether the MCP would *induce* growth in these areas. The mere fact that the area is currently low-density has nothing to do with possible future conditions, just as current designation in the general plan has no connection with possible redesignation due to development pressure brought on by the MCP. The DEIR/S must analyze whether the MCP will create new pressures for re-designation or changed growth patterns, instead of merely reciting current conditions and designations.

In sum, the DEIR/S relies on unsupported assumptions to dismiss the idea that a large new parkway could induce growth at all. This reasoning flies in the face of current research, which shows that new roadways do induce development. *See discussion above and Reid Ewing & Allan Lichtenstein, Induced Traffic and Induced Development*, October 2002, attached as Exhibit U. If the RCTC and FHWA have contrary data -- and there is no indication in the DEIR/S that they do -- they must reference it in the DEIR/S. 40 CFR § 1502.24 (agencies must “identify any methodologies used and shall make explicit reference by footnote to the scientific and other sources relied upon for conclusions relied upon in the [EIS].”). However, they cannot rely on unsupported assumptions to summarily conclude that no induced growth will occur.



**b. The Scope of the Study Area is Too Narrow to Adequately Study the Growth-Related Impacts.**

As an initial matter, the DEIR/S is unclear regarding the scope of the study area for growth-related impacts. On page 3.2-5, a map shows the "normal" MCP study area, along with proposed and approved development within and external to the study area. *See also* DEIR/S, Community Impacts Assessment at 1-2 (showing map of MCP Study Area). However, on page 3.4-7 of the Community Impacts Assessment, the study area is shown as being broader, encompassing land farther to the north and south of the proposed MCP, as well as some land to the east of San Jacinto. This lack of clarity regarding the geographical size of the study area for purposes of the growth impacts assessment makes it impossible for the public to understand the baseline area for which the DEIR/S analyzes the Project's growth-inducing impact.

Although the document does not explicitly define the relevant study area, the DEIR/S appears to analyze the potential for growth only on land adjacent to or in the immediate vicinity of the proposed MCP and its interchanges. *See* DEIR/S at 3.2-9 to 3.2-13 ("Land immediately adjacent to some of the proposed interchanges is public or quasi-public land where development is not allowed;" "[t]he area south of the proposed El Sobrante Road interchange is private land;" "proposed land development projects currently under consideration in the vicinities of these interchanges are being developed in a manner that accommodates the proposed MCP"). If this is true, the study area is clearly too narrow to adequately capture all the growth-related impacts of the Project.

Even if the study area is as shown on page 3.4-7 of the Community Impacts Assessment, it is still too narrow. Highways can affect land uses and development patterns on land that is quite distant from the roads themselves. In fact, the main purpose of the MCP project is to help efficiently move people and goods "between *and through* Corona, Perris, and San Jacinto." DEIR/S at 1-10 (emphasis added). Yet the DEIR/S' study area is bounded by the city of San Jacinto in the east and Corona in the west, thereby ignoring any impacts caused by MCP traffic that goes through San Jacinto to the east, north or south, or Corona to the west, north or south (though the mountains provide a natural barrier to the west of Corona). This narrow scope of analysis ignores the self-evident fact that construction of a new freeway will make travel easier, will draw drivers from an area farther away than just off the entrance and exit ramps, and will thereby encourage development of areas not adjacent to the proposed freeway. If the MCP enables residents east of San Jacinto to quickly drive to Corona and points between, it would clearly lead to development pressure in these areas. Similarly, the Project will

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have growth-inducing impacts to the north and south of the narrow MCP study area corridor.

The MCP corridor is only between one and five miles in width. DEIR/S, Community Impacts Assessment, at 1-1. It is unclear whether the DEIR/S limited its growth-inducing impacts analysis to this area, but if it did, the area is too narrow. The revised DEIR/S must broaden the scope of its study area to include *all* areas that will be subject to growth-inducing effects of the Project.

**7. The DEIS/R Fails to Adequately Analyze Environmental Justice Issues.**

The DEIS/R contains a legally inadequate analysis of environmental justice issues, and its conclusion that the Project will not have disproportionate impacts on environmental justice communities is not supported by the evidence. Specifically, the DEIS/R fails to adequately gather and present all relevant data on the communities that it will affect because its use of census tract-level data fails to capture the relevant information. DEIS/R at 3.4-47. Although the DEIS/R notes that the city of Perris contains a high percentage of minorities, its failure to analyze this information on a finer special scale means that the document ignores differences in income and race within city boundaries. Because there are three potential road alignments through the city of Perris alone, it is likely that one alignment will have greater impacts on environmental justice communities. Yet the document avoids addressing this issue by failing to focus on a fine enough scale. *See*, US EPA, *Final Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses*, at 2.1.1 (April 1998) (cautioning against using census-tract data because it could hide localized environmental justice communities). The DEIS/R also fails to analyze cumulative impacts to environmental justice communities.

**C. The DEIR/S' Analysis of Alternatives is Inadequate.**

The evaluation of alternatives is the "heart" of an EIS. 40 C.F.R. § 1502.14 (2004). It "guarantee[s] that agency decisionmakers have before them and take into proper account *all possible approaches to a particular project . . . which would alter the environmental impact and the cost-benefit balance . . .*" *Bob Marshall Alliance v. Hodel*, 852 F.2d 1223, 1228 (9th Cir. 1988) (emphasis added, internal citations, quotations and alterations omitted). NEPA's regulations and Ninth Circuit case law also require an agency to "[r]igorously explore and objectively evaluate all reasonable alternatives." § 1502.14(a) (emphasis added); *Citizens for a Better Henderson v. Hodel*, 768 F.2d 1051, 1057 (9th Cir. 1985) (EIS must consider "every" reasonable alternative).

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The courts, in the Ninth Circuit as elsewhere, have consistently held that a federal agency's failure to consider a reasonable alternative is fatal to a NEPA analysis. *See, e.g., Idaho Conservation League v. Mumma*, 956 F.2d 1508, 1519-20 (9th Cir. 1992) ("The existence of a viable, but unexamined alternative renders an environmental impact statement inadequate."); Forty Most Asked Questions Concerning CEQ's NEPA Regulations, 48 Fed. Reg. 18,026 (March 16, 1981) ("In determining the scope of alternatives to be considered, the emphasis is on what is 'reasonable' rather than on whether the proponent or applicant likes or is itself capable of carrying out the particular alternative. Reasonable alternatives include those that are practical or feasible from a technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant."). "In order to be adequate, an environmental impact statement must consider not every possible alternative, but every reasonable alternative. *Friends of Endangered Species v. Jantzen*, 760 F.2d 976, 988 (9th Cir.1985); *California v. Block*, 690 F.2d 753, 766-67 (9th Cir.1982); *Save Lake Washington*, 641 F.2d at 1334 (9th Cir.1981).

Similarly, under CEQA, a proper analysis of alternatives is essential to comply with CEQA's mandate that significant environmental damage be avoided or substantially lessened where feasible. Pub. Res. Code § 21002; CEQA Guidelines §§ 15002(a)(3), 15021(a)(2), 15126(d); *Citizens for Quality Growth v. City of Mount Shasta*, 198 Cal.App.3d 433, 443-45 (1988). As stated in *Laurel Heights Improvement Association v. Regents of University of California*, "[w]ithout meaningful analysis of alternatives in the DEIR, neither the courts nor the public can fulfill their proper roles in the CEQA process . . . . [Courts will not] countenance a result that would require blind trust by the public, especially in light of CEQA's fundamental goal that the public be fully informed as to the consequences of action by their public officials." 47 Cal.3d 376, 404 (1998). The discussion of alternatives must focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. CEQA Guidelines § 15126.6(b).

#### **1. The DEIR/S Fails to Consider Non-Freeway Alternatives.**

Like the rest of the DEIR/S, the RCTC's and FHWA's alternatives analysis is colored by the agencies' interest in proceeding with a freeway alternative, rather than a concern for improving regional transportation generally. The DEIR/S considers five action alternatives and two "no action" alternatives, but the analysis fails to include the rigorous exploration of all viable alternatives required by NEPA and CEQA. This is true even though the stated project objectives clearly allow for, and would seem to encourage,

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the analysis of non-freeway alternatives. The objectives of the Project are to "improve west-east transportation in western Riverside County between Interstate 15 (I-15) in the west and State Route 79 (SR-79) in the east." DEIR/S at 1-1. *See also*, DEIR/S at 3.14-14 (the "purpose of the MCP project is to provide a facility that would efficiently and effectively move people and goods between and through the cities of Corona, Perris, and San Jacinto."). This statement of objectives is supposed to guide the selection of alternatives. 14 Cal Code Regs § 15124(b). However, the alternatives selected for analysis in this document are narrowly focused on freeway alternatives, ignoring a whole range of alternatives that could fulfill the project objectives.

Illustrating the bias towards large freeway alternatives that pervades the document, the DEIR/S contains multiple locations for the proposed 4 to 8 lane freeway, but includes no alternatives besides the "no action" ones for a freeway with fewer lanes. It also does not include other transportation options such as increased public transit, improvements to existing roadways, or constraints on development patterns to control traffic growth. While consideration of five different routes for a large freeway increases the total number of "alternatives" considered, these alternatives offer few clear distinctions from one another in terms of environmental impacts. Yet, presenting clear distinctions-- and vigorously exploring all feasible alternatives--are particularly important when addressing complex or difficult issues, such as the appropriate manner to address traffic congestion problems in western Riverside County. *See Greenpeace v. National Marine Fisheries Service*, 55 F. Supp. 2d 1248 (W.D. Wash. 1999) (alternatives analysis did not sharply define the issue and present a clear basis for choice). Merely presenting slightly different variations of freeway construction does not constitute an adequate alternatives analysis. *See Sierra Club v. United States DOT*, 962 F. Supp. 1037 (N.D. Ill. 1997).

Due to the lack of clear distinctions among alternatives, many of the options considered pose nearly identical environmental risks. For example, although the DEIR/S considers several different variations for the Project alignment, all would cross through and would destroy large portions of lands designated under "habitat conservation plans." DEIR/S at Figure 3.1. Thus, all project alternatives would present grave risks to many threatened and endangered species. Further, all project alternatives would have similarly negative effects on agricultural lands, air quality, noise, traffic and growth. As the primary purpose of alternatives analysis under CEQA and NEPA is to explore options to proposed actions that will adversely affect the environment, analyzing slightly different variations of proposals with essentially identical environmental effects does not constitute an adequate alternatives analysis.



In contrast to the overblown consideration of large freeway alternatives, the DEIR/S fails to devote even brief and perfunctory attention to non-freeway alternatives. For example, the DEIR/S does not analyze possible modifications to the existing Cajalco Road and Ramona Expressway corridor that would allow for more efficient traffic operations (e.g., intersection improvements and or adjustments in signal timing or congestion pricing)<sup>1</sup>; the expansion of mass transit infrastructure and service; the addition of High Occupancy Toll ("HOT") lanes; adjustments to parking pricing and management; the encouragement of infill encouragement; or the imposition of developer fees to encourage more efficient use of land. The DEIR/S states that high occupancy vehicle ("HOV") lanes would not be used with implementation of the MCP for any of the alternatives "since traffic congestion is not expected through the horizon year of 2035." DEIR/S at 2-31. But this statement misses the point entirely; the DEIR/S fails to analyze whether HOV lanes or other traffic control measures could reduce the need for a 4- to 8-lane freeway in the first place, or whether they could be used in conjunction with widening existing roads, thereby reducing the need for the MCP.

It cannot be disputed that a number of these options could help meet the Project objective of improving east-west transportation in the western part of Riverside County. They would not only help ease existing traffic, but also would direct new growth into existing developed areas in order to make public transit more viable, and give new residents alternative ways to commute. The failure to consider public transit and other reduced road-building alternatives renders the DEIR/S inadequate. *See Utahns for Better Transportation v. U.S. Dept. of Transportation*, 305 F.3d 1152, 1170 (10<sup>th</sup> Cir 2002) (rejecting U.S. DOT's argument that it did not need to consider option of developing transit prior to proceeding with highway project because "[r]egional transit choices that may be made in the future are not reasonable alternatives to off-set [sic] the need for new roadway construction now.").

It is especially important that the DEIS/R explore alternatives such as the use of HOT lanes as a means to reduce congestion. In fact, a study conducted by the FHWA itself (the lead agency for NEPA purposes here) concluded that congestion pricing and HOT lanes can: (1) can reduce congestion; (2) provide much needed revenues for expansion of transportation services; (3) can be politically and publicly acceptable; and (4) can reduce environmental damage. Federal Highway Administration, *Evaluation of Toll Options Using Quick-Response Analysis Tools, A Case Study of the Capital Beltway*, November 16, 2002, attached as Exhibit V. Because the FHWA has determined

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<sup>1</sup> Although the no-project alternatives include non-freeway options, these do not include the range of options as discussed herein.

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that HOT lanes are a potentially successful mechanism to reduce congestion, the DEIS/R's failure to consider and evaluate this option is a fatal shortcoming under both CEQA and NEPA.

The inadequacy of the alternatives in the DEIR/S is further highlighted by the fact that the RCTC previously considered transit alternatives in a prior planning process. In 2002, the RCTC and County of Riverside, as part of the Community and Environmental Transportation Acceptability Process, released a Draft Tier 1 DEIR/S. DEIR/S at 2-5. The DEIR/S considered 14 proposed corridor alternatives connecting San Jacinto/Hemet on the east to Corona/Lake Elsinore on the west. The alternatives included highway alternatives as well as transit options such as expanded bus and commuter rail service. DEIR/S at 2-5. Further, the 2002 DEIR/S specifically included in the design concepts for the corridors one HOV lane in each direction as well as "[s]ufficient width to accommodate . . . an exclusive transitway, either rail or bus." See 2002 Environmental Impact Report/Study for Hemet to Corona/Lake Elsinore Corridor, Alternatives Section 2.3.2., at 2-8, attached as Exhibit W. The fact that the RCTC previously analyzed potential transit-based alternatives shows that such alternatives were reasonable and feasible, and thus that they are reasonable and feasible here as well. The existence of this viable, but unexamined alternative, renders the DEIR/S inadequate.

Throughout the DEIR/S, freeway alternatives are presented in the best possible light by downplaying their environmental effects (such as denying that they would induce growth, create traffic or add to air and noise pollution) while non-freeway alternatives are marginalized or simply ignored. The conclusory and limited analysis of non-freeway alternatives—and particularly the failure to rigorously explore combinations of expanding existing roads with mass transit options-- violate core principles of NEPA and CEQA, which require the identification of feasible alternatives capable of protecting the environment.

**2. The DEIR/S Unlawfully Constrains the Choice of Alternatives by Narrowly Limiting the Project Description and Relying on Previous Planning Documents.**

At the heart of the DEIR/S' failure to consider a reasonable range of alternatives is the document's failure to abide by CEQA's mandate to consider "a range of reasonable alternatives to the project, or to the location of the project . . ." CEQA Guidelines § 15126.6(a) (emphasis added). Although the DEIR/S analyzes a range (albeit inadequate) of alternatives to the location of the Project, it analyzes no alternatives -- other than the no build alternative -- to the Project itself. As discussed elsewhere in

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these comments, this is partly due to the fact that the Project's purpose and need are drafted narrowly so as to exclude viable alternatives.

The DEIR/S describes the Project's purpose and need both as improving east-west transportation and as building a parkway from Corona to San Jacinto. DEIR/S at 3.14-14 ("purpose of the MCP project is to provide a facility that would efficiently and effectively move people and goods between and through the cities of Corona, Perris, and San Jacinto."); DEIR/S at 1-100 (describing purpose as building a "transportation parkway" to move goods and people). This twofold purpose is both confusing and improper. While improving east-west transportation is a legitimate project purpose, constructing a freeway, which is simply one means to achieve that purpose, is not. By defining the project purpose as constructing a freeway, the DEIR/S limits itself to analyzing various routes for the construction of a freeway, and entirely fails to analyze alternatives that could move goods and people from east to west without the freeway.

The DEIR/S also appears to constrain its analysis of non-freeway alternatives because of previous regional planning that identified this corridor as a route for a freeway. *See* DEIR/S at 1-1. However, the RCTC and FHWA cannot narrow the scope of their alternatives analysis by only considering alternatives that are consistent with previous planning documents. The DEIR/S must analyze any inconsistencies with such plans, but cannot categorically discount alternatives that are inconsistent with them.

### **3. The DEIR/S Fails to Analyze How the Various Alternatives Meet Project Objectives.**

One of the Project's purposes is to tie the freeway in with future multimodal transportation. DEIR/S at 1-26, 1-29. However, the DEIR/S fails to describe how the various alternatives would meet this objective. DEIR/S at 2-78 (mentioning connections with multimodal facility and park-and-ride features, but giving no indication which alternatives would allow for this tie-in). At best, the DEIR/S gives a vague, two paragraph description of how the Project would help improve accessibility to future train stations by reducing travel time and traffic congestion. DEIR/S at 1-29.

The DEIR/S also mentions that the routing of the Project through the city of Perris will offer an opportunity to create a linkage between the Project and two planned transit projects. However, there are three different routes through Perris, and the DEIR/S gives no information regarding which of these would be better or worse for tying in to the planned transit projects. Thus, decision-makers and the public have no information regarding which alternatives come closest to the planned train stops and which would

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foreclose possible future multimodal connections. Without the ability to analyze whether various alternatives meet the project objectives, "neither the courts nor the public can fulfill their proper roles in the CEQA process . . ." and the DEIR/S fails to meet CEQA's "fundamental goal that the public be fully informed as to the consequences of action by their public officials." *Laurel Heights Improvement Association v. Regents of University of California*, 47 Cal.3d 376, 404 (1998).

**4. The DEIS/R Fails to Describe the Cost and Economic Feasibility of Each Alternative.**

The DEIR/S's current description of the cost of each alternative is limited to a lump sum total for construction, right-of-way, engineering and environmental mitigation costs. DEIR/S at 2-105. At a minimum, a revised DEIR/S must describe the methodology by which these costs were calculated. *See Utahns for a Better Transportation v. United States DOT*, 305 F.3d 1152, 1165-66 (10th Cir. 2002) (FEIS inadequate to meet NEPA goals of informed decision-making and public comment where no cost methodology included). Perhaps this methodology was described in the report that is mentioned on page 2-105 underneath table 2.7.A; however, it appears that this study is not attached to the DEIR/S, and the DEIR/S does not say where the report can be found. *See* Pub. Res. Code § 21061 (requiring that an EIR state where a document is located in order for it to be incorporated by reference).

In conclusion, the DEIR/S fails to comply with NEPA's and CEQA's alternatives requirements. The document must be revised to include a reasonable range of alternatives, including alternatives that truly reduce the Project's extensive environment impacts.

**II. THE DEIS/R VIOLATES SECTION 4(f) OF THE DEPARTMENT OF TRANSPORTATION ACT.**

In enacting section 4(f) of the Department of Transportation Act of 1966, Congress declared that "special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands [and] wildlife and waterfowl refuges . . . ." 49 U.S.C. § 303. As a means of realizing these broad goals, Congress specified two fundamental substantive mandates under the Act: (1) prohibiting federal agencies from approving transportation projects that require use of a public park, recreation area or wildlife refuge unless there are no feasible and prudent alternatives to using the parkland; and (2) requiring transportation projects which use a public park, recreation area or wildlife refuge to include all possible planning to minimize harm to the parkland. 49



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U.S.C. § 303(c). The Transportation Act thus codified the requirement that federal agencies consider alternatives to environmentally damaging proposals several years before this principle was enshrined as a core provision in NEPA. The Act's provisions are even more stringent than NEPA's, however, in that they provide substantive direction that alternatives to proposed highway routes which would destroy public parks must be selected when such alternatives are feasible and prudent.

Authoritative interpretation of federal agencies' duties under this provision was first established and continues to be provided by the 1971 Supreme Court decision in *Citizens to Preserve Overton Park, Inc. v. Volpe*, 401 U.S. 402, in which the Court overturned the Secretary of Transportation's approval of a six-lane highway through a park in Memphis, Tennessee. In reaching its decision, the Court held that "only the most unusual situations are exempted" from the 4(f) mandate. The Court further elaborated that only "unique problems" such as extreme financial costs or community disruption of "extraordinary magnitudes" would constitute such "unusual situations." *Id.* at 411, 413.

As Justice Marshall explained, the "very existence" of section 4(f) demonstrates "that protection of parkland was to be given paramount importance." *Id.* at 412-413. By holding that only alternatives which included additive costs or community disruption of "extraordinary magnitude" could justify an exemption to section 4(f), the Court made clear that choosing a siting alternative that requires use of a public park or recreation area simply because it is the least expensive or most efficient choice does not meet the rigorous mandate of the provision. *Overton Park* thus sharply limits the discretion of federal agencies in approving proposed transportation projects affecting 4(f) resources.<sup>7</sup>

**A. The DEIR/S Fails to Adequately Consider the Project's Constructive Use of 4(f) Resources.**

The MCP alternatives will undeniably have serious impacts on numerous 4(f) resources. Each of the MCP alignments would impact hundreds of acres within various parks and habitat reserves through direct impacts caused by the actual siting of the Project. Yet, while the DEIR/S acknowledges many of these direct impacts, it fails to address "constructive use" impacts to 4(f) lands that will be adjacent to, but not directly used by, the Project.

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<sup>7</sup>The standards outlined in the *Overton Park* case have been codified by the Department of Transportation's section 4(f) implementing regulations at 23 C.F.R. § 771.135.

A "constructive use" of 4(f) lands occurs when:

[A] transportation project does not incorporate land from a section 4(f) resource, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the resource are substantially diminished.

23 C.F.R. §771.135(p)(2). Examples of constructive uses include noise increases, substantial aesthetic impairment, restriction of access, vibration impacts, and ecological intrusions, among others. *See* 23 C.F.R. § 771.135(p)(4).

The application of section 4(f) to constructive use has been recognized by the courts in a wide variety of circumstances. The 9<sup>th</sup> Circuit was the first to recognize such circumstances and has continued to do so. In *Brooks v. Volpe*, 460 F.2d 1193, 1194 (9th Cir. 1972), for example, the court found that a highway encircling a campground was subject to section 4(f) despite the fact that there was no actual use of protected lands. Since then, federal courts have found constructive use of section 4(f) lands resulting from such impairments as increased noise, unsightliness, and impaired access. *See, e.g., Citizens Against Burlington, Inc. v. Busey*, 938 F.2d 190, 202 (D.C. Cir. 1991) (holding noise from airport expansion would impact nearby park); *Citizen Advocates for Responsible Expansion, Inc. v. Dole*, 770 F.2d 423, 439 (5th Cir. 1985) (holding highway project would cause aesthetic and visual intrusion on protected park and historic buildings); *Monroe County Conservation Council v. Adams*, 566 F.2d 419, 424 (2d Cir. 1977) (holding highway would restrict access to park because nearby residents would have to cross four lanes of heavy traffic).

The DEIR/S not only fails to adequately address the MCP's constructive use of a range of parks and reserves, but also contains confusing and inaccurate statements regarding the law and the DEIR/S' own constructive use analysis. To start with, the DEIR/S has contradictory statements regarding whether a constructive use analysis was even done. On the one hand, the DEIR/S lays out the criteria for assessing constructive use and admits that such use is recognized under federal law. DEIR/S at Appendix B, 4-1. It even states that an analysis was completed regarding the Project's anticipated constructive uses. DEIR/S at Appendix B, 4-2. On the other hand, the DEIR/S does not appear to include the referenced analysis regarding constructive use. Equally disturbing, the DEIR/S contradicts itself and misstates the law when it says that

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where "there is no use of [a] Reserve, the requirements for protection under Section 4(f) are not triggered." Appendix B, A-6 (This is, confusingly, Appendix B of the 4(f) evaluation, which is itself Appendix B of the DEIR/S). These contradictions lead to the conclusion that either no evaluation of constructive use was undertaken or it was based on flawed assumptions.

The DEIR/S must contain a constructive use analysis for parks such as Motte Rimrock Preserve, Harford Springs, San Jacinto Wildlife Area and other parks and wildlife areas that will be substantially impacted by noise, light, air pollution and other effects of the Project. The DEIR/S even admits that the Project will cause detrimental effects on adjacent 4(f) lands. On page 3.21-17, the DEIR/S states that because "[a]lternative 9 is adjacent to the northwest corner of the Motte Rimrock Reserve . . . [it] may result in edge effects and habitat fragmentation along the Motte Rimrock Reserve." Yet the DEIR/S fails to analyze the severity of these impacts, instead claiming that, because that the Motte Rimrock Reserve is "outside the study area for the MCP . . . [and b]ecause there is no use of this Reserve, the requirements for protection under Section 4(f) are not triggered." DEIR/S at A-6 of Appendix B in the 4(f) evaluation report (itself Appendix B of the DEIR/S). As shown above, this reasoning is legally flawed. The Project's constructive use of this Reserve must be examined, and its substantial impacts due to habitat fragmentation and edge effects analyzed and mitigated.

The DEIR/S also acknowledges that the Project will have effects on other 4(f) lands that contain listed species; these effects result from such factors as increased light, noise, and fires; the introduction of non-native species; and unauthorized recreational use. DEIR/S at 3.21-16. Unfortunately, the DEIR/S fails to analyze whether these impacts are substantial, or whether the Project therefore results in constructive use for purposes of section 4(f).

Lastly, the Project will cause substantial impacts to Harford Springs Park, which is popular with equestrian riders, due to the effects of traffic, noise, odor and aesthetics on trail users in the park. The DEIR/S' failure to analyze these effects under the 4(f) rubric leads to a severe underestimation of the extent of the Project's harm to 4(f) properties. This omission, like the others above, violates federal law.

**B. The DEIR/S Fails to Adequately Analyze Alternatives that Would Mitigate Impacts to 4(f) Areas.**

As discussed elsewhere, the DEIR/S artificially attempts to constrain the scope of its alternatives analysis by entirely failing to present any non-freeway or

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reduced-lane alternatives, except for the no-action alternatives. As described above, there are potentially other feasible alternatives that will meet the Project's purpose and need for improving east-west transportation in western Riverside County. The DEIR/S' failure to consider alternatives that include fewer lanes or that incorporate mass transit alternatives not only renders the alternatives analysis faulty under NEPA (and CEQA), but also undermines the 4(f) evaluation. Because some of these alternatives could meet the Project's stated purpose and need, NEPA and section 4(f) require that the DEIR/S more fully explore ways to mitigate and avoid use of park and habitat reserve lands.

Further, the alternatives that are discussed in the 4(f) analysis are irrationally constrained. For instance, there is no analysis of an alternative that would cut across a narrower section of the Lake Mathews/Estelle Mountain Reserve. This reserve is very narrow from east to west at certain points, yet none of the DEIR/S alternatives propose to cross the reserve at its narrow points. On the contrary, Alternative 9 -- the preferred alternative -- crosses the Reserve at one of its widest points, thereby maximizing the impact to the Reserve. At Alternative 9's southernmost point, due south of the eastern end of Lake Mathews, it appears as though the freeway alignment could continue due west, crossing the Reserve at its narrowest point. Instead, the freeway turns north, crossing the Reserve at a wide point. The DEIR/S includes no discussion of whether an alternative that crossed the Reserve at the narrowest point, thereby minimizing impacts to 4(f) resources, is feasible from an engineering perspective or whether it is prudent.

The DEIR/S also rejects the "total avoidance alternative," number 3, due to the fact that it would displace an additional 250 homes. Though displacement of large numbers of homes is a valid concern under a 4(f) analysis, the statute would be rendered meaningless if homes were always avoided and highways routed through park lands. It is always less expensive and more politically acceptable to route highways through open space, but this is exactly the reason that 4(f) was created by Congress. As the Supreme Court held in *Overton Park*, "only the most unusual situations are exempted" from the 4(f) mandate. These situations include "truly unusual factors," demonstrating that alternatives to the proposed action present "unique problems" or require costs or community disruption of "extraordinary magnitudes." 401 U.S. at 411, 413. The 9th Circuit has subsequently interpreted this exception quite narrowly, holding that an alternative that required dislocation of residences and businesses and cost millions of additional dollars did not justify an exception to section 4(f). *Stop H-3 Ass'n v. Dole*, 740 F.3d 1442, 1451-52 (9th Cir. 1984). In the present case, where the Project would cost nearly \$3 billion, place a 32-mile freeway across developed and undeveloped land, and already displace between 396 and 692 residential and nonresidential buildings, the cost



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and community impacts of displacing some more dwellings are not "truly unusual" or "unique." DEIR/S at 3.4-36 (listing displacements).

Section 4(f) prohibits federal agencies from approving transportation projects that require use of protected resources unless there are *no feasible and prudent alternatives* to using the parkland, and it requires that projects which use a public park, recreation area or wildlife refuge include *all possible planning* to minimize harm to the parkland. 49 U.S.C. § 303(c). The DEIR/S simply fails to show that all possible planning was done. Remarkably, the DEIR/S did not analyze any partial avoidance alternatives that might require displacing only a fraction of these residences while saving dozens or hundreds of acres of protected land. Instead, the transportation agencies merely analyzed a handful of "total avoidance" alternatives and, not surprisingly, found them to be infeasible for various reasons. DEIR/S at Appendix B, 5-2. The DEIR/S then used portions of these routes in its analysis of avoidance for specific reserves, such as the Lake Mathews/Estelle Mountain Reserve. DEIR/S at Appendix B, 5-9. However, the DEIR/S failed to analyze all possible routes, including combinations of the preferred route and the avoidance alternatives. For instance, in Appendix B on page 5-11, the map clearly shows that a northerly route was analyzed in order to avoid the Lake Mathews/Estelle Mountain Reserve. It was discarded due to impacts on the Victoria Grove community. However, as shown on the map, there is no obvious reason why the northerly route could not go to the south of this community and still stay north of the Reserve, thus avoiding them both. This is one example among many of how the DEIR/S chose to analyze a select number of infeasible alternatives instead of including "all possible planning" to avoid 4(f) lands.

Similarly, Alternatives 5 and 7 would route the MCP right along the north edge of the Lake Mathews/Estelle Mountain Reserve for many miles, and Alternatives 4, 5, 6 and 7 would do the same to the south of Lake Mathews. DEIR/S at figure 3.1. As the maps clearly show, the routes run for miles right along the edge of the 4(f) lands, studiously following the contours of the protected lands in order to avoid straying into developed land. This is exactly the type of situation that 4(f) is supposed to prevent: use of park lands for highways in order to avoid more costly alternatives. Although Alternative 9 does not go along the edge of the Reserve, it cuts right through its heart at nearly the widest point. The DEIR/S admits that other alternatives are feasible from an engineering perspective. DEIR/S at 5.2 - 5.5. However, it states that the alternatives either fail to meet the Project's purpose and need or are too disruptive to communities. Based on the strong mandate of section 4(f), the DEIR/S must make a stronger showing that other alternatives were considered that could have partially avoided impacts to communities and parks.

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Further, as shown elsewhere in these comments, the DEIR/S fails to analyze a reasonable range of alternatives to the freeway, including transit-based alternatives. Because some of these alternatives could avoid or minimize impacts to 4(f) resources, the failure to analyze them renders the 4(f) evaluation arbitrary and capricious.

Lastly, the DEIR/S dismisses the 1(B) alternative without an adequate analysis of whether it could avoid impacts to 4(f) lands. The DEIR/S fails to quantify the potential reductions in impacts, stating merely that the alternative "may not avoid the use of" 4(f) lands. Such conclusory analysis will not pass muster under section 4(f).

**C. The DEIR/S Fails to Adequately Describe the Differences Between the Alternatives.**

The DEIR/S also fails to adequately assess the true impacts of each alternative on 4(f) resources. The document gives an accounting of the total land area impacted for each alternative and purports to do a qualitative analysis of the impacts, considering factors such as whether the Project would run through the middle of parkland or just at the edge. DEIR/S at 4-51 to 4-55 ("[t]he net harm analysis considered . . . [t]he effect of using [] property at an edge of a Section 4(f) property versus use through the middle of the property"). However, the DEIR/S' cursory analysis fails to actually do what it sets out to accomplish. For instance, when comparing alternatives 4, 5, 6, 7 and 9, the DEIR/S simply states how many acres of the Reserve would be taken and identifies whether the land would be in the section north or south of Lake Mathews. This scant discussion fails to analyze the potentially greater effects that could occur under Alternative 9, which would traverse the middle of the Reserve, effectively cutting it in half. Placing a new freeway in the middle of this habitat could have significantly more detrimental effects on species that will no longer be able to easily traverse the full range of the Reserve. The DEIR/S also fails to determine whether parts of the Reserve contain higher numbers of listed species, have better habitat, or are otherwise more or less important. While the DEIR/S admits that this analysis is important, it fails to actually carry it out. DEIR/S at 4-50 (noting that "not all Section 4(f) properties have the same quality").

The need to rigorously meet the mandate of section 4(f) is especially urgent in this case. Western Riverside County is rapidly developing, and there simply is no way to replace land once it is taken for a freeway. This is particularly true of MSHCP land, where threatened and endangered species such as the kangaroo rat live. As noted in the DEIR/S, there are at least a dozen listed species present on the MCP study area, and quite

possibly more. DEIR/S at 3.21-4. These species are under intense pressure from development in the entire region, and there are simply very few other comparable areas left in southern California for them to live.

**D. The DEIR/S' Compensatory Mitigation Analysis for Lost Parklands is Inadequate.**

The DEIR/S states that impacts to the Lake Mathews/Estelle Mountain Reserve Land will be mitigated through replacement of impacted lands at a minimum of a 1:1 basis. DEIR/S at 4-51. It also states that replacement lands will contain habitat suitable for the species that are protected. DEIR/S at 4-54. However, the mitigation analysis entirely fails to discuss whether or not such lands even exist. For listed species in southern California, habitat is scarce and becoming more scarce. Without knowing whether or not it is even possible to purchase or protect other suitable land, there is no guarantee that this mitigation measure will work. Further, if the mitigation lands are not adjacent to the current Reserve, it could be difficult for the species to survive due to fragmentation of habitat. Simply setting aside other habitat in other locations every time some of the Reserve is taken will lead to death by a thousand cuts. At a minimum, in order for the mitigation plan to be adequate under 4(f) (and NEPA and CEQA), it must contain an analysis of whether there is other land that can be set aside, where it is, and whether it can provide habitat of equal or greater value. This criticism extends to all section 4(f) lands, including all habitat reserves and public parks, and not just to the Lake Mathews/Estelle Mountain Reserve.

The DEIR/S' proposed mitigation of impacts to 4(f) resources falls short for yet another, more fundamental reason: the DEIR/S cannot design appropriate mitigation because the document has not even identified certain key effects of the Project on protected resources. For example, MCP Alternative 9 would bifurcate Paragon Park and create two or three small sections of park instead of having one large, intact park. There are currently picnic tables and open, grassy fields in the southern portion of the park, and under Alternative 9, the MCP would be adjacent to these areas. DEIR/S Appendix B, 4-43. While proposed mitigation measures will replace the lost land and replace some of the park recreational features, the DEIR/S entirely fails to analyze the impacts on the park and park users related to noise, air pollution and visual degradation. The DEIR/S states that some of these effects will be minimized by creating pedestrian access across the parkway so that all sections of the park can be accessed. DEIR/S at Appendix B, 4-43. However, the DEIR/S fails to mention whether sound walls are planned in order to minimize noise impacts or whether there will be aesthetic enhancements to offset the new view of a highway from the park.

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The DEIR/S also fails to undertake "all possible planning" to minimize impacts to recreational facilities. Instead of doing the planning now to ensure that all facilities are replaced, the DEIR/S simply states that "[r]eplacement of the displaced park uses will require consultation with the City of Perris." DEIR/S at Appendix B, 4-43. The FHWA cannot put off this consultation to the future, but must ensure that all possible planning is undertaken immediately to make sure that impacts to 4(f) resources will be adequately minimized. By failing to acknowledge that indirect impacts, in conjunction with the direct taking of property from the park, would essentially impact 100% of Paragon Park under section 4(f), the FHWA has failed to comply with the statute.

### **III. THE DEIS/R FAILS TO DISCUSS RCTC'S OBLIGATIONS UNDER THE PUBLIC PARK PRESERVATION ACT.**

The DEIS/R has an incomplete analysis of the Public Park Preservation Act of 1971, Pub. Res. Code § 5400 *et seq.* The Public Park Preservation Act, which applies to any park operated by a public agency, provides in part:

No city, city and county, county, public district, or agency of the state, including any division, department or agency of the state government, or public utility, shall acquire (by purchase, exchange, condemnation, or otherwise) any real property, which property is in use as a public park at the time of such acquisition, for the purpose of utilizing such property for any nonpark purpose, unless the acquiring entity pays or transfers to the legislative body of the entity operating the park sufficient compensation or land, or both, as required by the provisions of this chapter to enable the operating entity to replace the park land and the facilities thereon.

Pub. Res. Code § 5401. The replacement land or compensation must be sufficient to provide substitute park land of comparable characteristics, substantially equal size, and capable of being used by generally the same persons as used the existing park. Pub. Res. Code § 5405.

The RCTC's obligations under the Park Preservation Act extend at a minimum to Paragon Park and El Cerrito Sports Park. The DEIR/S must discuss the RCTC's obligation to replace any park land it acquires with similar park land elsewhere and how it intends to comply with this requirement for the relevant alternatives. *See, e.g., City of Fremont v. San Francisco Bay Area Transit Dist.*, 34 Cal.App.4th 1780, 1790 (legally adequate EIR where BART fully discussed obligation under the Public Park Preservation Act). While the DEIR/S discusses replacement land for Paragon Park, it



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fails to discuss whether or how it would replace land taken from El Cerrito Sports Park. Although some of the design variations would not take any land from the park, some of them would. However, the DEIR/S only mentions minimizing use of the park by using a retaining wall instead of a slope for the parkway border with the park. DEIR/S at Appendix B, 6-2. This minimization effort does not comply with the Act's requirement for compensatory mitigation.

#### IV. CONCLUSION

In order to cure the panoply of defects identified in this letter, the DEIR/S must be revised to fully and accurately describe all components of the proposed Project. Substantial new information must be obtained to adequately assess the environmental impacts of the whole of the Project, and to identify effective mitigation measures and alternatives capable of alleviating these impacts. Both CEQA and NEPA require that the public have a meaningful opportunity to review and comment upon this significant new information, which should be presented in the form of a recirculated draft EIR/S. In addition, more analysis needs to be conducted to ensure that the FHWA has considered all feasible and prudent alternatives to using section 4(f) parkland and has undertaken all possible planning to minimize harm to such protected lands.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP



Erin Chalmers

Rachel B. Hooper

Laurel L. Impett, AICP, Urban Planner

#### List of Exhibits:

- Exhibit A: MRO Engineers, November 2008.
- Exhibit B: Nathan Miller, December 2008.
- Exhibit C: Riverside County Transportation Commission, *Framework for a Journey*, 2008.
- Exhibit D: Riverside County - Orange County Major Investment Study, *Final Alternatives Evaluation and Refinement Report*, Introduction.

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- Exhibit E: Riverside County - Orange County Major Investment Study, *Final Alternatives Evaluation and Refinement Report*, Conclusions and Recommendations.
- Exhibit F: Riverside County - Orange County Major Investment Study, *Final Alternatives Evaluation and Refinement Report*, Traffic Evaluation of Strategic Alternatives.
- Exhibit G: Orange County Transportation Authority website, Riverside Orange Corridor Authority: *Riverside Freeway Major Investment Study/Locally Preferred Strategy*.
- Exhibit H: Alicia Robinson, *Corona-to-Orange County Tunnel Appears Feasible After Early Tests, Officials Say*, The Press Enterprise, Nov. 14, 2008.
- Exhibit I: Robert Cervero, *Road Expansion, Urban Growth, and Induced Travel: A Path Analysis*. <http://www.uctc.net/papers/520.pdf>
- Exhibit J: Surface Transportation Policy Project California, *Build it And They'll Come*.
- Exhibit K: The Press Enterprise "Dirtiest Air in Riverside County," April 26, 2006.
- Exhibit L: California Air Resources Board, . *Air Quality and Land Use Handbook: A Community Health Perspective* (excerpts), April 2005.
- Exhibit M: Smart Mobility Memorandum, April 2006.
- Exhibit N: Traffic Noise Reduction in Europe (excerpts).
- Exhibit O: City of Los Angeles, EIR excerpts for Autry's National Center's Griffith Park Campus Improvements.
- Exhibit P: Riverside County General Plan Noise Element.
- Exhibit Q: Local Hikes: Bernasconi Hills, website (last accessed Dec. 19, 2008).
- Exhibit R: U.S. Department of Agriculture, *Farmland Conversion Impact Rating for Corridor Type Projects*, Form NRCS-CPA-106.
- Exhibit S: California Department of Conservation, *California Agricultural Land Evaluation and Site Assessment Model Instruction Manual*. 1997.
- Exhibit T: 2002 Environmental Impact Report/Study for Hemet to Corona/Lake Elsinore Corridor, Farmland Impacts Section 6.2.
- Exhibit U: Reid Ewing & Allan Lichtenstein, *Induced Traffic and Induced Development*, October 2002.
- Exhibit V: Federal Highway Administration, *Evaluation of Toll Options Using Quick-Response Analysis Tools, A Case Study of the Capital Beltway*, November 16, 2002.
- Exhibit W: 2002 Environmental Impact Report/Study for Hemet to Corona/Lake Elsinore Corridor, Alternatives Section 2.3.2.

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cc: U. S. Environmental Protection Agency, Region IX (w/ Exhibits A and B only)  
California Attorney General (w/ Exhibits A and B only)  
California Department of Conservation (w/ Exhibits A and B only)  
California State Parks (w/ Exhibits A and B only)  
South Coast Air Quality Management District (w/ Exhibits A and B only)  
Riverside County (w/ Exhibits A and B only)

November 14, 2008

Ms. Laurel L. Impett, AICP  
Shute, Mihaly & Weinberger LLP  
396 Hayes Street  
San Francisco, California 94102

Subject: Review of Traffic and Transportation/Pedestrian and Bicycle Facilities Analysis  
*Mid County Parkway – Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation*

Dear Ms. Impett:

As requested, MRO Engineers, Inc., has completed a review of the “Traffic and Transportation/Pedestrian and Bicycle Facilities” analysis completed with respect to the proposed Mid County Parkway project in Riverside County, California. The proposed project is the subject of a Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS), which was prepared by the Riverside County Transportation Commission (RCTC), the California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA). The transportation analysis is based on information presented in a document prepared by VRPA Technologies, Inc., although that document does not appear to have been included in any of the DEIR/EIS appendices. (Reference: VRPA, *Mid County Parkway Traffic Technical Report*, May 16, 2008.)

### Summary

Our review focused on the technical adequacy of the traffic and transportation analysis, as documented in both the DEIR/EIS and the VRPA technical report. Among the key findings of our evaluation are the following:

- The study area addressed by the analysis is inadequate to document the wide-ranging impacts of the proposed major roadway facility;
- Many critical aspects of the analysis, including significance thresholds, future year traffic forecasts, and future roadway system characteristics, are based on judgment, rather than on standard traffic engineering analysis practices or on definitive, quantifiable criteria;
- Basic roadway and intersection analysis parameter assumptions (particularly with regard to the physical characteristics of the roadways and the types of vehicles in the traffic stream) differ from guidance provided in the *Highway Capacity Manual* (the universally-accepted source of such information) and, more importantly, they differ from actual conditions in the study area;
- Contrary to standard traffic engineering practice, some of the existing traffic volumes used in the analysis were fabricated, rather than determined through easily-accomplished data collection activities.
- An inconsistent and highly questionable approach was taken to development of the critical future traffic volume forecasts.
- The proposed project fails to incorporate any features that would encourage drivers to abandon single-occupant vehicles, and the DEIR/EIS includes virtually no analysis related to other, non-automotive travel modes.



- The DEIR/EIS provides only minimal attention to construction-related impacts.
- The mitigation proposed in connection with traffic-related impacts is inadequate, in part because it is dependent upon completion of a later study. Studies provide no mitigating effect; only through the implementation of physical improvements and other such actions is any mitigation accomplished.

We also noted that the DEIR/EIS, when viewed as a stand-alone document, falls short of providing full disclosure of the traffic-related impacts of the proposed Mid County Parkway. Although the VRPA “Traffic Technical Report” includes analyses of five project alternatives and two “no build” scenarios, relatively little of the information included in the VRPA document was incorporated into the DEIR/EIS. Because of this, the only way to become fully aware of the project’s impacts (i.e., operating conditions) in the study area is to review both documents. Unfortunately, the VRPA document was not made available as an appendix to the DEIR/EIS, so it is unusually difficult for the general public to obtain and review the detailed traffic analysis. Information regarding the “locally preferred alternative” in the VRPA report that was not presented in the DEIR/EIS includes the following:

- The effects of the proposed project on the I-15 mainline and ramp system (as presented in VRPA Table 6-17);
- The effects of the proposed project on the I-215 mainline and ramp system (as presented in VRPA Table 6-18);
- The effects of the proposed project on intersections in the “I-15 area” and the “I-215 area” (as presented in VRPA Table 6-20);

In short, in addition to its technical deficiencies, the DEIR/EIS fails in its role as a public information document.

## **Background**

The DEIR transportation and circulation analysis conducted by VRPA addressed existing conditions, as well as future (year 2035) conditions with and without the proposed project. Five alternative alignments were evaluated, as follows:

- Alternative 4: South Lake Mathews/North Perris,
- Alternative 5: South Lake Mathews/South Perris,
- Alternative 6: General Plan/North Perris,
- Alternative 7: General Plan/South Perris, and
- Alternative 9: Far South.

In addition, three design variations were considered. The DEIR/EIS identified Alternative 9 in combination with the Temescal Wash Design Variation as the “Locally Preferred Alternative.”

The study analyzed potential impacts of the proposed project on surface street intersections, freeway ramp terminal intersections, freeway ramps, and freeway mainline segments. Temporary impacts were identified with respect to construction activity (e.g., traffic diversions, local road closures, lane closures, etc.). Three mitigation measures were set forth with respect to traffic impacts associated

with the proposed project. One of those measures deals with long-term impacts to Interstate 15, one relates to development of a traffic management plan to mitigate construction-related traffic issues, and the last measure addresses rerouting of planned trails that would be impacted by the proposed project.

### **Traffic and Transportation/Pedestrian and Bicycle Facilities Analysis Review**

Our review of the transportation and circulation analysis revealed several issues that should be addressed prior to approval of the environmental documentation. These issues are summarized below.

1. **Intersection Analysis Study Area** – The study area for the intersection analysis is very confined. Page 2-2 of the VRPA report says that it extends, “. . . one intersection to the north and one intersection to the south of the Mid County Parkway,” while DEIR/EIS page 3.6-13 says simply that, “. . . the MCP study area is focused along Cajalco Road and Ramona Expressway for analysis of capacity and transportation demand since it is the main existing west-east connecting route between SR-79 and I-15.”

According to the MCP Alternative 9 traffic volume forecasts presented in VRPA Table 6-19, the proposed facility will carry maximum bi-directional volumes of approximately 6,600 vehicles in the AM peak hour (between Ramona Expressway and Bernasconi Road) and just over 7,500 vehicles in the PM peak hour (between Town Center Boulevard and Park Center Boulevard). Moreover, peak ramp volumes (excluding the freeway-to-freeway ramps) are projected to be almost 1,110 vehicles per hour in the AM (at the westbound Reservoir Avenue on-ramp) and 1,355 vehicles in the PM peak hour (at the eastbound Perris Avenue off-ramp).

Given these substantial traffic volume forecasts, it is clear that the effects of this major roadway facility extend farther from the corridor than has been evaluated in the DEIR/EIS. This is particularly noteworthy with respect to the ramp volumes described above. Hourly traffic volumes of 1,100 – 1,355 vehicles simply don't dissipate in the space of one intersection in each direction from the proposed corridor. The impacts of these vehicles will be felt substantially farther from the new parkway than this, and those impacts must be evaluated in the environmental documentation. Failure to expand the study area might well result in a corresponding failure to identify significant project-related impacts.

Also, as we note above, the DEIR/EIS fails to report the results of the analysis of the proposed project's impacts on intersections in the “I-15 area” and the “I-215 area.” Although this information is presented in Table 6-20 of the VRPA Traffic Technical Report, it does not appear in the DEIR/EIS. Because the VRPA study is not readily available for public review, the environmental report is seriously flawed, particularly with regard to its critical role as a public information document.

2. **Freeway Analysis Study Area** – The VRPA report states that, “. . . the study area was extended to two interchanges north and south of the Mid County Parkway on [I-15 and I-215]. In addition, because of the potential impact of the Mid County Parkway on I-15, the section of I-15 from the Mid County Parkway to SR 91 was included. Finally, selected segments of parallel freeways were included for the purposes of examining traffic forecasts on these facilities with and without the Mid County Parkway, as shown on Figure 2-9.”

This description of the freeway analysis study area is not completely accurate. It is true that freeway level of service analyses were conducted within an area extending two interchanges in

each direction from the proposed project on both I-15 and I-215. This is not the case for the other study area transportation system facilities referred to in the VRPA report, however. In fact, although extensive traffic volume information is presented for those parallel roadways (for both 2005 and 2035 conditions), no level of service analysis is provided. (Ref.: VRPA Figures 3-5, 5-2, 6-9, 6-25, 6-41, 6-57, and 6-73) Traffic volumes alone are virtually meaningless, as they provide no perspective with regard to the quality of traffic operations (e.g., is the roadway's level of service acceptable or unacceptable?), and it is impossible to establish the impacts of the proposed project based solely on traffic forecasts.

The lack of any level of service analysis is a particular concern with respect to the key freeway system connections that will be affected by the proposed project. Those system interchanges fall beyond the "two interchange" boundary established in the analysis, as described above. With the major redistribution of traffic that is likely to occur upon implementation of the proposed parkway, significant impacts might occur at the following major system interchanges, yet no analysis is presented to address this very real possibility:

- I-15 / State Route 91,
- I-215 / State Route 60, and
- I-215 / State Route 74.

Despite this, the VRPA report (page 7-1) manages to identify deficient operations and a project-related significant impact at the I-15/SR 91 interchange. It is unclear how this conclusion was reached without any apparent analysis.

It is essential that the study area be expanded to identify potential project-related impacts on these key links in the regional freeway system, as well as the "parallel freeways" referred to above. Roadway segments illustrated on VRPA Figure 2-9 that should be subject to detailed analysis include the following:

- I-15, north of SR 91,
- SR 91, east of I-15,
- SR 91, west of I-15,
- SR 91, west of I-215,
- SR 60, east of I-215,
- SR 60, west of I-10,
- I-215, north of SR 60,
- SR 79, north of Gilman Springs, and
- Proposed SR 79, in the vicinity of the eastern terminus of the MCP corridor and south of that point.

Without consideration of the project-related impacts on these critical transportation system linkages, the DEIR/EIS is incomplete, with the result being that significant impacts to the freeway system might not have been identified and would, therefore, remain unmitigated.

3. **Thresholds of Significance** – The thresholds of significance employed in the traffic analysis are delineated on page 3.6-2 of the DEIR/EIS. With regard to roadways and intersections, the standard employed in the environmental document is presented below:

*For design purposes, LOS C was considered to be the desirable operating condition during peak hours for roadways and intersections in the MCP study area. In cases where LOS C was considered to be infeasible, LOS D was considered to be an acceptable operating condition for the purpose of determining traffic impacts.*

The document goes on to say (DEIR/EIS, page 3.6-7):

*In the case of Riverside County, it should be noted that the MCP is proposed to be built in an area of the county that is proposed for future development. While portions of the study area are in areas where LOS C is the current standard, the LOS D standard would be expected to apply to the entire study area for analysis of future conditions related to MCP traffic impacts.*

Thus, the LOS D threshold applied in the DEIR/EIS analysis violates the adopted level of service standard in portions of the study area.

The VRPA report (page 2-4) has additional text on this topic, as follows:

*. . . arterial roadways and intersections were considered to be operating adequately if they operated at level of service C or better. In cases where improvement to level of service C was not considered to be feasible, roadways and intersections were considered to be operating adequately if they were operating at level of service D or better. . . . In the case of freeway mainline segments, ramps, and weaving areas, operation at level of service D or better was considered to be adequate.*

Because no information is presented with respect to what constitutes feasible or infeasible operation at LOS C, it appears that an arbitrary decision was made as to whether LOS C or LOS D was appropriate for any given facility. Further, no information is provided to specify where each of the level of service standards apply; that is, which roadways and intersections were held to the LOS C standard and which are allowed to operate at LOS D?

The VRPA document goes on to say (page 2-4):

*“[i]n cases where roadways and intersections were expected to operate inadequately in the No Build condition and the project was expected to add traffic, judgment was applied to determine whether the level of project traffic that was added could be considered to be significant.” [Emphasis added.]*

This suggests even more strongly the lack of a quantifiable, defensible standard of significance. Because one individual’s “judgment” as to what constitutes a significant increase in traffic could certainly differ from another individual’s, we must conclude that the standards of significance employed in the traffic analysis are subjective and, furthermore, arbitrary. Therefore, it is impossible to know whether all significant impacts have been identified in the document, as any such impacts are, apparently, subject to the whims of the analyst, rather than to a well-defined, quantitative standard. Since the requirement to provide mitigation is only triggered by the identification of significant impacts, the failure to recognize all significant impacts also likely results in a failure to mitigate impacts.

4. **Future Intersection Configurations** – Rather than base the future-year level of service analysis on any government agency-adopted listing of programmed intersection improvements (e.g., the



SCAG Regional Transportation Improvement Program and/or local capital improvement programs), the report states that, “. . . judgment was applied to determine the appropriate future intersection lane geometry.” (VRPA, page 2-3) Such an approach is obviously improper, as there is no certainty that the assumed roadway system improvements will occur. This leads to the real possibility that the analysis results will be overly optimistic, thereby failing to identify deficient traffic operations and project-related significant impacts at the key intersections in the vicinity of the proposed project.

We should also note that no information is provided in the DEIR/EIS document with respect to the assumed improvements. The only way to identify the intersection lane configurations assumed in the analysis is to inspect the level of service calculation sheets and manually compare the sheets for “existing” and “future” conditions. However, those calculation sheets were not made available as part of the DEIR/EIS package. (As we note elsewhere, the VRPA technical report was not included in the DEIR/EIS, even as an appendix. Further, substantial portions of the analysis that are documented in the VRPA report were not incorporated into the DEIR/EIS itself.) Therefore, it is impossible to judge whether the assumed intersection geometries are reasonable or realistic, which constitutes a clear failure with respect to the “public information” role of the environmental document.

5. ***Freeway and Ramp Capacity Analysis Assumptions*** – VRPA Table 2-1 lists the assumptions for several of the key parameters used in the analysis of the freeway mainline segments and freeway ramps. Several of these differ from the default values recommended in Exhibit 13-5 on page 13-11 of the *Highway Capacity Manual* (Transportation Research Board, 2000), which serves as the basis for the analysis. In all cases, actual values (based on field observations) should be used if they are available. Page 13-11 of the HCM specifically states that:

*The analyst should note that taking field measurements for use as inputs to an analysis is the most reliable means of generating parameter values. Only when this is not feasible should default values be considered.*

#### **Terrain**

One of the noteworthy issues is the assumption of “flat” terrain, despite the fact that DEIR/EIS Section 2.5.4 (page 2-71) says that Alternatives 4, 5, 6, 7, and 9 include eastbound “truck climbing lanes,” which are needed because, “. . . the grade exceeds 2 percent and the total change in elevation is greater than 75 m (246 ft).” The “flat” terrain assumption will result in overly optimistic estimates of freeway operations in that segment, as it fails to account for the slowing of vehicles (especially trucks) as they climb the grade. (Note that we attempted to quantify the effect of the failure to account for the roadway grade, but were unable to replicate the freeway density values presented in the DEIS/EIR, given the information presented in the document. Thus, it was not possible to determine the specific, quantitative effect of accurately accounting for the proposed truck climbing lane.)

#### **Peak Hour Factor**

One of the key parameters incorporated into the level of service calculation procedure is the peak hour factor (PHF), which has two functions. First, it serves as an indicator of the uniformity of traffic flow throughout the peak-hour period. The closer the PHF is to 1.00, the more uniform the flow. (Specifically, if the traffic volume is identical in each of the four 15-minute periods within the peak hour, the PHF will equal 1.00. Lower PHF values indicate that traffic volumes are more highly variable over the course of the hour.)

Second, and more important, application of the PHF in the level of service calculation provides an adjustment intended to represent operating conditions in the peak 15-minute period within the peak hour, thereby providing a conservative assessment of roadway operations. Because of the way the PHF is applied, lower factors result in higher 15-minute traffic flow rates, which translates to more conservative (i.e., higher) estimates of freeway density values.

The peak hour factor assumed in the VRPA analysis is 0.95, while the *Highway Capacity Manual* recommends 0.88 for rural areas and 0.92 for urban areas. As noted above, lower PHF values result in more conservative results. Thus, once again, the use of an inappropriate value (in this case, too high) provides results that are better than might actually exist. We should also note that the peak hour factor is easily derived from traffic count data, so that it would have been possible to use the actual values of peak hour factor (resulting in higher quality, more meaningful analysis results), rather than the potentially unrealistic results that are presented in the DEIR/EIS.

#### Heavy Vehicle Percentages

The percentages assumed for trucks, buses, and recreational vehicles also differ from HCM default values. More importantly, though, the assumed values fail to reflect the actual numbers of trucks on nearby facilities. A quick check of the Website for the Caltrans “Traffic Data Branch” reveals that the actual truck percentages are readily available in a document posted there. (Ref.: Caltrans, *Annual Average Daily Truck Traffic on the California State Highway System*, September 2008.)

According to the VRPA report, the following assumptions were made with regard to “heavy vehicle” percentages:

- Trucks: 5 percent,
- Buses: 1 percent, and
- Recreational Vehicles: 1 percent.

Although the Caltrans document does not classify the heavy vehicles into the three categories shown above, it does provide specific information regarding the total truck volume and percentage, as well as a breakdown of the types/sizes of trucks. In comparison to the total heavy vehicle percentage of 7 percent employed in the DEIR/EIS traffic analysis, the year 2007 total percentages for key State highways in the vicinity of the proposed project are summarized below:

- State Route 60 (east of I-215): 10.5 percent;
- State Route 74 (between I-15 and State Route 79): 9.0 - 12.0 percent;
- I-15 (between State Route 91 and State Route 74): 5.6 - 10.5 percent, with the higher value near State Route 74;
- I-215 (between D Street and Cactus Avenue): 10.2 - 12.0 percent; and
- State Route 79 (between State Route 74 and I-10): 9.5 - 10.4 percent.

The truck percentages for State Routes 60 and 74 are perhaps the most meaningful and interesting, as they represent parallel routes to the proposed corridor. As shown, those roadways have average truck percentages in the 9.0 - 12.0 percent range, which is substantially higher than the assumed values used in the analysis. In fact, the truck percentages for all of the nearby State

highways are fairly consistent, and only on one segment of I-15 are they lower than the assumed values.

The failure to accurately account for the presence of trucks and other heavy vehicles on the proposed parkway once again contributes to unrealistic and overly-optimistic findings with respect to the operation of both the existing and proposed freeways.

Freeway Segments

It is also noteworthy that the same set of assumptions was applied to the entire 32-mile corridor, whereas the HCM specifically says that freeways should be segmented into uniform sections for analyses such as this. Page 13-2 of the HCM states:

*Capacity analysis is based on freeway segments with uniform traffic and roadway conditions. If any of the prevailing conditions change significantly, the capacity of the segment and its operating conditions change as well. Therefore, each uniform segment should be analyzed separately.*

As noted above, a portion of the parkway will incorporate truck climbing lanes, clearly indicating that the use of identical assumptions for the entire corridor is inappropriate.

The use of improper assumptions in the freeway level of service analyses obviously results in incorrect conclusions. Consequently, it is not clear that the DEIR/EIS findings with respect to freeway operations and potential significant impacts are accurate.

6. **Truck Traffic** – In addition to the technical details relating to heavy vehicle percentages described above, we note that one of the project objectives presented on DEIR/EIS page 1-10 is to “[a]ccommodate Surface Transportation Assistance Act (STAA) National Network trucks.” Page 1-20 of the document expands on the need to serve trucks. Although no specific reference is included here, it is readily apparent that the proposed project will serve trucks traveling to and from the March Inland Port. As noted above, the VRPA analysis assumed that trucks would constitute 5 percent of the total traffic volume on the proposed facility. This factor should be re-evaluated given the stated objective of serving trucks and the likelihood of extensive truck traffic in connection with the March cargo facility. The analysis of I-215 will then need to be modified to reflect a more realistic set of assumptions with regard to the composition of the traffic stream on that roadway, particularly with regard to truck traffic. Otherwise, as noted above, the analysis of I-215 freeway operations will be inaccurate, potentially failing to identify significant impacts and needed mitigation measures.
7. **Intersection Capacity Analysis Assumptions** – Similar questions could be raised regarding the basic assumptions employed in the intersection analysis (VRPA Table 2-2) and their failure to correspond to recommended values presented in the *Highway Capacity Manual*. (Ref.: HCM, Exhibit 10-12, page 10-17) As with the freeway analysis, actual values should be used when possible. For example, vehicle classification counts could be conducted at selected locations to identify the actual heavy vehicle percentages at the study intersections. Peak hour factors are easily derived from intersection turning movement counts. The failure to incorporate factors that reflect reality within the study area leads to inaccurate analysis results.
8. **Existing Daily Traffic Volumes** – The basic daily traffic volume data for the State highways is now five years old. It was taken from a Caltrans document dated 2004, which means that the data reflects year 2003 conditions (and, in many cases, the “counts” are actually estimates, as Caltrans does not count all locations every year). Those volumes were increased by two percent

in an attempt to represent year 2005 conditions. The source or basis for the two percent figure is not stated. (VRPA, page 3-1)

Of even greater concern is the approach used to develop existing daily traffic volumes on the local streets. As described on VRPA page 3-1:

*Existing ADT [average daily traffic] on local streets was estimated based on PM peak hour turning movements. The PM peak hour was assumed to be 10% of ADT.*

This highly-unusual approach is extremely crude. Under standard traffic engineering practice, existing traffic operations analyses are based on actual traffic volumes, rather than guess-timates of those volumes. This is particularly true for a project of this magnitude. The actual daily traffic values should have been determined by conducting counts on the study area streets. Such counts, which can be accomplished at relatively low cost, could also serve as the basis for determining the number and percentage of heavy vehicles on the streets, thereby eliminating the necessity to incorporate questionable assumptions, as has been done in this case.

In addition, the assumption that the PM peak hour volume is equal to 10 percent of the daily volume is highly questionable. Although 10 percent is a fairly common rule-of-thumb, the actual percentage will surely vary from one roadway to the next.

In short, the validity of the analysis results at any location where this crude approximation process was employed is questionable. Because the existing/baseline traffic operations information is not credible, it is impossible to judge whether the effects of the project as documented in the DEIR/EIS (and, especially, the claimed beneficial impacts of the project) are meaningful and reasonable.

9. **Freeway Capacity** – All of the “Freeway and Ramp Capacity Analysis” tables presented in the VRPA Traffic Technical Report (e.g., Tables 3-1, 3-2, 5-1, 5-2, 6-1, 6-2, 6-3, 6-5, 6-6, 6-7, 6-9, 6-10, 6-11, 6-13, 6-14, 6-15, 6-17, 6-18, 6-19, and 6-21) include a column labeled “Freeway Capacity,” and in each case the freeway segments and ramps are apparently assumed to have a capacity of 2,100 vehicles per hour per lane. The actual capacity value obviously varies substantially, depending upon the specific circumstances (e.g., lane width, shoulder width, grade/terrain, free-flow speed, percentage of trucks, etc.). No basis or justification is presented for this value.
10. **Unsignalized Intersection Level of Service** – In each of the “Intersection Capacity Analysis” tables, a level of service is presented for the unsignalized intersections, but no delay value is shown. A footnote states: “[a]verage intersection delay not applicable.” The meaning of this footnote is unclear. If average intersection delay doesn’t apply, what was the basis for determination of the level of service at these intersections? According to the HCM, unsignalized intersection level of service is, indeed, based on average delay values. Unlike signalized locations (where the overall weighted average delay for the intersection applies), unsignalized intersection level of service is defined for each critical movement, but not for the intersection as a whole. In short, it is unclear how the unsignalized intersection levels of service were established. Consequently, it is impossible to judge whether the results presented in the DEIR/EIS are valid.
11. **Future Year Traffic Forecasts** – Chapter 4.0 in the VRPA report describes the derivation of the future year traffic estimates. In some cases, the traffic projections were based on output from the Southern California Association of Governments (SCAG) regional travel demand forecasting model. Page 4-8 of the VRPA report says:



*Whenever the model provided reasonable ADT forecasts for local streets, they were used directly. In other cases, ADT forecasts were taken from local Circulation Elements of General Plans. Where sufficient detail was not provided in these documents, ADT forecasts were assumed to correspond to level of service C conditions for the type of roadway specified in the Circulation Element of the General Plan.*

The approach described here lacks one of the key characteristics of any travel demand forecasting procedure: consistency. In effect, three different approaches were used to estimate future traffic volumes. The criterion for determining whether to use the forecasts derived from the SCAG model was whether they were considered “reasonable.” Unfortunately, no standards are set forth to describe what constitutes a reasonable forecast. Again, the analysis seems to be dependent upon the judgment of the analyst, with no meaningful criteria serving as the basis for the analysis results.

With regard to the use of information from local General Plans, it is extremely unlikely that the background assumptions in the SCAG model are identical to those in the various General Plan efforts (particularly with regard to land use and transportation systems). In some cases, the assumptions might be vastly different (depending upon how recently the General Plan was updated). In short, there may be little or no correspondence between the various traffic forecasts used in the analysis.

Even more questionable is development of traffic forecasts corresponding to LOS C for the subject roadway type. To assume that a particular road will operate at LOS C in the year 2035 and assign a daily traffic volume based on that assumption is simply not realistic. Why was LOS C (a highly favorable level of service) chosen as the basis for this estimate? Why not LOS D or E or F (which might more accurately reflect future year traffic operations)?

This approach fails to reflect the well-documented relationship between land use and travel demand. That is, because travel demand is created by land use activity, valid traffic volume projections are based on information regarding the type and magnitude of land uses in the study area. The approach described here ignores the land use component of this equation, resulting in an unrealistic analysis of the consequences of the proposed project. How can it be determined whether the proposed project will create an unacceptable level of service, when the analysis begins by unrealistically assuming that the study roadway will operate at an acceptable level of service? This approach is highly unconventional and, moreover, it seems to be equivalent to simply fabricating the traffic forecasts.

The next page goes on to say that:

*Peak hour forecasts for major facilities were determined through an assumption of 10% PM peak hour traffic and 9% AM peak hour traffic. Directional distribution of peak hour traffic was determined through peak period traffic model forecasts or existing travel patterns.*

This is another set of gross assumptions, leading to yet another set of future year traffic estimates that are of questionable validity. As noted above, a fairly common rule-of-thumb suggests that the PM peak hour traffic volumes might be approximately equal to 10 percent of the daily volume. However, there is substantial variation in this factor from one roadway to the next. The use of the stated percentages must be justified, based on actual traffic volume data in the study area, to ensure that the peak hour traffic forecasts derived using these values are meaningful.

Finally, applying “existing travel patterns” to determine the directional distribution of future traffic is similarly questionable; travel patterns clearly change over time, particularly when major new roadway facilities are under consideration.

In summary, the future year traffic forecasts employed in the analysis are extremely dubious, as they are based on questionable procedures and assumptions. Given the importance of this environmental document and the magnitude of the proposed project, it is surprising that a more sophisticated approach was not exercised in creating the traffic forecasts that serve as the primary analysis parameter.

We should also note that, to the extent that the traffic forecasts are incorrect, the estimate of vehicle-miles traveled (VMT) will also be wrong and, because air quality and noise analyses are largely based on traffic volumes, those analysis results will also be faulty. It is clearly critical that the traffic forecasts be as accurate as possible, as those values have wide-ranging implications with respect to the validity of the overall impact analysis.

**12. Future Year Road Network** – DEIR/EIS page 1-16 describes the year 2035 base road network assumed in developing the future traffic forecasts. Among the major features of that network is, “. . . implementation of an [sic] west-east freeway and a north-south freeway consistent with the internal CETAP corridors included in the Riverside County General Plan.” The west-east corridor described here seems to be the proposed project, based on information presented on DEIR/EIS pages 1-1 through 1-9 describing the CETAP (Community and Environmental Transportation Acceptability Process) program and the Hemet to Corona/Lake Elsinore (HCLE) Corridor. Obviously, it would be inappropriate to include the proposed project as part of the base network for analysis of No Build conditions. It would also be inappropriate to include the north-south corridor in the analysis unless there is substantial certainty that such a roadway will actually be constructed. To ensure that accurate analysis results are documented (for both “no build” and “build” conditions), the validity of the assumed future road network must be confirmed.

**13. No Build Conditions** – Two “no build” scenarios are described in VRPA Chapter 5.0. One involves “no action” (i.e., continuation of the existing roadway system) while the other assumes that, “. . . the existing roadway in the Mid County Parkway corridor . . . would be widened . . . to either four or six through lanes . . . along with various right and left turn lanes.” Nonetheless, the report states that, “[t]he traffic forecasts for these two scenarios are identical. Only the assumed lane geometry has been changed.” This is simply wrong.

Additional lanes in the corridor will clearly attract additional traffic, either from parallel facilities or as a result of “induced travel” that will be satisfied by the additional roadway capacity. That is, the additional lanes included in the second “no build” scenario will result in higher travel speeds, lower travel time, and reduced congestion in the corridor. These factors will combine to attract drivers from other routes, thereby increasing the traffic volume in the corridor.

We also note that when the intersection delay and level of service results for the two “no build” scenarios are compared, different results are found at a number of the study area intersections (and not just intersections along the MCP corridor). Thus, either the traffic forecasts are not really identical, or some other difference exists between the “no build” scenarios. Clearly, there is an inconsistency between the text of the report and the level of service analysis results, which must be resolved.

**14. Peak-Hour Traffic Forecasts** – The year 2035 peak-hour traffic forecasts presented in graphical and tabular form are shown to the nearest vehicle (instead of being rounded to the nearest five or ten vehicles, for example). This suggests substantially greater precision than the forecasting process actually allows (especially considering the degree to which the future traffic numbers were fabricated based on a gross set of assumptions, as described above).

**15. Local Circulation Changes** – Appendix I, Attachment G of the DEIR/EIS details an extensive listing of “local circulation modifications” that will be needed to accomplish the proposed project. As described at DEIR/EIS page 3.6-25, such modifications include cul de sacs of existing streets, widening and/or realigning local streets, road closures, and realigning interchanges. Although the listing is extremely lengthy, as it presumably identifies all changes that would be needed for each project alternative along the entire 32-mile corridor, it is somewhat lacking in detail.

Assuming that these local street system modifications are necessary to accomplish the proposed parkway, they are part of the proposed project and, as such, the environmental impacts associated with these actions must be studied. Despite the extensive magnitude of the local system changes required by the proposed project, the traffic impact analysis associated with these changes is minimal, just over one page in length. (DEIR/EIS, page 3.6-25) The analysis is a relatively simplistic estimate of additional travel time associated only with the closure of a portion of Cajalco Road and the I-15/El Cerrito Road ramps. This fails to address the majority of the system changes listed in the appendix. Moreover, none of the other, non-traffic impacts associated with these changes appear to have been addressed.

Certainly, the cul de sacs and road closures associated with the proposed project will cause traffic diversions on the local street system. It is not clear whether these substantial changes in local traffic flow patterns are reflected in the intersection level of service analyses documented in the DEIR/EIS, although it seems unlikely. As noted above, the traffic forecasting process employed in the DEIR/EIS for local streets is somewhat crude and highly questionable. In effect, manual traffic projections were derived, based on assumed future operation at LOS C. The DEIR/EIS does not specifically describe whether this process accounted for the potentially substantial effects resulting from the local circulation changes directly related to the proposed project. Based on the information provide, however, it seems unlikely that the local circulation modifications have been accurately accounted for. If that is the case, significant traffic impacts at the local level might not have been identified by the analysis.

**16. Multimodal System** – Under “Project Purpose” (DEIR/EIS, pages 1-10 and 1-11), the document includes, “[p]rovide a parkway that is compatible with a future multimodal transportation system” as one objective. Despite this, no transit facilities of any type are discussed in connection with the proposed project.

Moreover, Section 2.4 – Alternatives (DEIR/EIS, page 2-31) says, “High-occupancy vehicle (HOV) lanes would not be provided with implementation of the MCP project for any of the MCP Build Alternatives since traffic congestion is not expected through the horizon year of 2035; however, the project design does not preclude the addition of HOV lanes later if traffic congestion does occur.” Page 2-78 contains a very similar statement, but adds a mention of park-and-ride facility projects.

Further consideration needs to be given to incorporation of features that would encourage drivers to abandon single-occupant vehicles in favor of more efficient modes of travel, including car/van pools or transit buses. Although the analysis concludes that the new parkway will not experience congestion, it would be extremely short-sighted to fail to consider the potential for

accommodating other travel modes. Incorporation of transit facilities into the parkway design could have the further benefit of improved traffic operations, as drivers shift to alternative modes.

- 17. Construction-Related Impacts** – The DEIR/EIS provides only the most minimal attention to the issue of construction-related impacts. (DEIR/EIS, page 3.6-30) Although it is obvious that a construction project of this magnitude will generate substantial volumes of traffic (e.g., construction employees commuting to/from the job site, delivery of materials, hauling of excavated material, etc.), no information is provided in this regard. The routes to be used for these trips are not identified, and no analysis of any sort is presented to allow the public to identify and understand potential problem areas during the construction process. Mitigation in the form of a Transportation Management Plan is recommended, but it is essential that information be provided identifying the magnitude of the issues and the types of actions that will be necessary to address those issues during a construction process that will last years.
- 18. Inadequate Mitigation** – The DEIR/EIS presents a grand total of three mitigation measures to offset the substantial effects of this proposed project. (DEIR/EIS, pages 3.6-31 – 3.6-34) Mitigation measure TR-1 calls for the Riverside County Transportation Commission to conduct a study to determine the improvements needed to mitigate project-related impacts on I-15 and the I-15/SR 91 interchange. Obviously, the completion of a study has no mitigating effect. Only through implementation of various measures, including physical improvements, is any mitigation accomplished. Although the document claims that it is not feasible to perform such a study at this time, it is inappropriate to expect the general public to accept the conclusions of the DEIR/EIS without full knowledge of all actions that will be required to implement the proposed parkway.
- 19. Misleading Conclusion** – The VRPA report concludes by stating that, “[m]ost of the freeways, ramps, and intersections within the study area are expected to operate at acceptable levels of service in the horizon year of 2035 for all of the Build alternatives and design variations. Exceptions are noted below.” Among those exceptions are: “the I-15 freeway mainline . . . throughout the entire study area” and “the I-215 freeway mainline throughout the study area.” Those are pretty noteworthy exceptions, which call into question the objectivity of the analyst.

## **Conclusion**

Our review of the transportation and circulation analysis incorporated into the Draft Environmental Impact Statement/Environmental Impact Report for the proposed Mid County Parkway project in Riverside County, California revealed a number of issues potentially affecting the validity of the conclusions and recommendations presented in that document. These issues should be addressed prior to approval of the environmental documentation.

We hope this information is useful. If you have questions concerning any of the items presented here or would like to discuss them further, please feel free to contact me at (916) 783-3838.

Sincerely,

**MRO ENGINEERS, INC.**



Neal K. Liddicoat, P.E.  
Traffic Engineering Manager

### **H.3 Additional Agency Coordination**

### **H.3.1      Agency Communications**



THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Office of the General Manager

Your Project No. C0-0551  
MWD Colorado River Aqueduct  
Val Verde Tunnel  
Sta. 10222+00 to 11700+00  
Substr. Job No. 2001-11-001

March 15, 2011

Mr. Stan A. Dery  
Technical Engineering Unit Supervisor  
County of Riverside  
Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

Dear Mr. Dery:

Cajalco Road Widening — Information Request

Thank you for your letter dated January 18, 2011, submitting maps showing the location of your proposed Cajalco Road realignment and widening project located generally between Temescal Canyon Road and the I-215 freeway in Riverside County.

As shown on the enclosed maps, the locations of our 15-foot-3-inch-inside-diameter Colorado River Aqueduct Val Verde Tunnel and accompanying rights-of-way are located within and adjacent to your proposed project areas. We are transmitting a copy of our "Guidelines for Development in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California," and prints of our Drawings B-363-1 through B-363-4, and Right-of-Way Maps Eagle 1-02, 140-6 through 140-14, for your information and use.

Metropolitan currently owns and operates several facilities within or in the vicinity of the study area, as shown in your maps, including Lake Mathews, the Cajalco Creek Dam and Detention Basin, the Colorado River Aqueduct Val Verde Tunnel, the Upper Feeder pipeline, the Lower Feeder pipeline, and the Lake Perris Bypass pipeline and pump-back



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facilities, and Metropolitan's approved but not-yet constructed Central Pool Augmentation (CPA) pipeline and treatment plant. In addition, Metropolitan maintains ownership of and jointly manages the Lake Mathews Multiple Species Reserve and mitigation bank, established and managed under the terms of a Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP) and Cooperative Management Agreement among Metropolitan, the California Department of Fish and Game (CDFG), the U.S. Fish and Wildlife Service, and Riverside County Habitat Conservation Agency (RCHCA); a Conservation Easement recorded by the County of Riverside and held by the RCHCA; and an underlying MOU among Metropolitan, the California Department of Water Resources and CDFG.

Metropolitan recognizes that the Cajalco Road Widening Project is a distinctly different project than the Riverside County Transportation Commission's Mid-County Parkway Project; however, many of the same issues that were identified for that project would also apply to the Cajalco Road Widening Project as well — issues pertaining to alignment, design, construction and operation of a major transportation facility within or adjacent to Metropolitan's property outside the existing Cajalco Road right-of-way. Metropolitan also recognizes that the process of environmental clearance for the Cajalco Road Widening Project has not yet been initiated pursuant to the California Environmental Quality Act (CEQA), and that Metropolitan, as a potentially affected public agency, will have opportunities in the future to provide comments on the project as part of the CEQA process. Nevertheless, we wish to take this opportunity to reiterate some of those issues at this time in order that they might be considered early in your planning process. These are critical issues that must be resolved before Metropolitan will consider granting approval for the crossing of our lands and/or facilities. Metropolitan addressed these issues in detail in letters to the Riverside County Transportation Commission (RCTC) dated August 31, 2007 and April 18, 2007, copies enclosed.

These issues include but are not limited to:

- a. Impacts to Lake Mathews MSHCP/NCCP Reserve lands, including direct and indirect impacts to covered species and habitats;
- b. Consistency of the project with existing Reserve-related agreements for mitigation banking and long-term protection of sensitive, threatened and endangered



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species;

c. Impacts to the Lake Mathews watershed, specifically impacts to the quality of water entering Lake Mathews;

d. Inclusion of the requirements stated in the Lake Mathews Drainage Water Quality Management Plan, a joint agreement among Metropolitan, the County of Riverside, and the Riverside County Flood Control and Water Conservation District;

e. Impacts to Metropolitan operational facilities and rights-of-way; Any proposed use of Metropolitan's Lake Mathews fee property outside the existing Cajalco Road right-of-way to accommodate the proposed road realignment and widening project will need a formal request for the proposed project. Please send this letter to the attention of Sherman Hom of our Real Property Development and Management Group; and

f. Security of Metropolitan land and facilities.

As previously stated, Metropolitan cannot support any project that would adversely impact or encroach upon the Lake Mathews MSHCP/NCCP Reserve lands. The lead agency for the Cajalco Road Widening Project would be advised to review and assess the legal ramifications associated with modifications to the Lake Mathews MSHCP/NCCP and related agreements to fully understand and consider the importance to Metropolitan of maintaining the integrity of the Reserve lands and agreements. The lead agency also should note that existing agreements allow only for the addition of species or lands to Reserve protection, not for removing or exchanging species or lands. Any changes to the MSHCP/NCCP and related agreements would require the approval of all signatories to those agreements; as such, the lead agency would need to address the plausibility of modifying the MSHCP/NCCP given the constraints outlined in the legal documents that established the Reserve and provide for its current and future management.

Metropolitan also has critical engineering issues related to the protection of our existing facilities and to the operation and maintenance of our water distribution system. These facilities are a critical part of Metropolitan's distribution system, which imports water to over 19 million customers in Southern California. Extensive engineering and geotechnical work will need to be undertaken to ensure that the location and operation of the

Mr. Stan A. Dery

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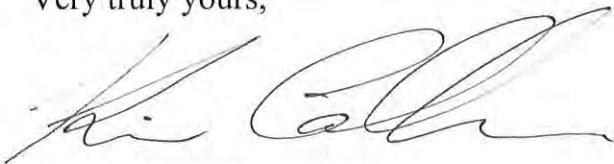
proposed project will not compromise the integrity of this distribution system, and will not restrict or constrain Metropolitan's ability to maintain, operate, replace or add facilities along our right-of-way. Where mitigation of potential impacts to facilities would not be possible, realignment of the project might be required.

We request that our facilities and rights-of-way be fully shown and identified as Metropolitan's on your project plans and that prints of the plans and pertinent environmental documentation be submitted for our review and written approval as they pertain to our rights-of-way. We also request that all applicable portions of the enclosed guidelines be incorporated in your plans.

Please add a stipulation to your plans or specifications to notify Daniel Dixon of our Water System Operations Group, telephone (951) 926-5853, at least two working days prior to starting any work in the vicinity of our rights-of-way.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of the first page of this letter. Should you require any additional information, please contact Ken Chung telephone (213) 217-7670.

Very truly yours,

A handwritten signature in black ink, appearing to read 'K. Callanan', written over a light blue horizontal line.

Kieran M. Callanan, P.E.  
Manager, Substructures Team

KC:ly  
DOC 2001-11-001

Enclosures (32)



**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

August 31, 2007

**Via E-Mail**

Ms. Cathy Bechtel  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, CA 92502-2208

Dear Ms. Bechtel:

Supplemental Notice of Preparation for the Draft Environmental  
Impact Statement/Environmental Impact Report for the Mid County Parkway Corridor Project

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Supplemental Notice of Preparation (Supplemental NOP) for the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the Mid County Parkway Corridor Project, located within western Riverside County. This letter contains Metropolitan's response to the Supplemental NOP as a potentially affected public agency.

Metropolitan currently owns and operates several facilities within the boundaries of the study area described in the Supplemental NOP, including Lake Mathews, the Colorado River Aqueduct, the Upper Feeder pipeline, the Lower Feeder pipeline, and the Lake Perris Bypass pipeline and pumpback facilities. In addition, Metropolitan's approved Central Pool Augmentation (CPA) pipeline and treatment plant are within or adjacent to the boundaries of the proposed study area. Furthermore, Metropolitan maintains ownership and jointly manages the Lake Mathews Multi-Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP) Reserve.

As discussed in our comments to your initial NOP, there are several critical issues that must be resolved before Metropolitan will consider granting approval for the crossing of our lands and/or facilities.

These issues include:

- Impacts to the Lake Mathews reserve lands, which includes the Lake Mathews MSHCP/NCCP Reserve;
- Impacts to the Lake Mathews watershed (e.g., impact to the quality of water entering Lake Mathews);
- Inclusion of the requirements stated in the Lake Mathews Drainage Water Quality Management Plan, a joint agreement between Metropolitan, the County of Riverside, and the Riverside County Flood Control and Water Conservation District;
- Impacts to Metropolitan operational facilities and rights-of-way; and
- Security issues.



Ms. Cathy Bechtel  
Page 2  
August 31, 2007

Metropolitan addressed these issues in detail in the attached letter to Cathy Bechtel, dated April 18, 2007, and in the attached letter to Rick Simon, dated July 31, 2007.

Metropolitan would also like clarification regarding the Riverside County Transportation Commission's "preferred alternative" for the Mid County Parkway, and clarification regarding the issue of the possible widening of Cajalco Road.

As previously stated, Metropolitan cannot support or sanction any alternative that enters or impacts the Lake Mathews MSHCP/NCCP. The lead agency, with Metropolitan's consent and overview, would need to review and assess the legal ramifications associated with modifications to the Lake Mathews MSHCP/NCCP, and determine the risks and benefits to Metropolitan. It is Metropolitan's understanding that the MSHCP/NCCP only allows for the adding of species or lands – not for changing or exchanging lands. Any changes to the MSHCP/NCCP and to existing legal documents establishing the reserve, including existing conservation easements, would require the approval by all members of the reserve management committee. As such, the lead agency would need to address the plausibility of modifying the MSHCP/NCCP given the constraints outlined in the legal documents that established the reserve.

Additionally, as set forth in our prior correspondence, Metropolitan has significant engineering issues related to the protection of our existing facilities and to the operation and maintenance of our water distribution system that is impacted by the various alternative alignments. These facilities are a critical part of Metropolitan's distribution system, which imports water to over 18 million customers in Southern California. Extensive engineering and geotechnical work will need to be undertaken to ensure that the location of the proposed corridor will not compromise the integrity of our distribution system, and will not restrict our ability to maintain, operate, add, or replace facilities along our right-of-way. There may also be situations where it is not possible to mitigate potential impacts to our facilities and a realignment of the corridor away from our facilities may be required.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation and the Draft EIR on this Project. If we can be of further assistance, please contact Mr. John Shama at (213) 217-6319.

Very truly yours,



*For* Delaine W. Shane  
Interim Manager, Environmental Planning Team

RM/rm  
(Public Folders/EPU/Letters/29-AUG-07B.doc – Cathy Bechtel)

Enclosures: Letter dated April 18, 2007  
Letter dated July 31, 2007



**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Office of the General Counsel

April 18, 2007

*Via Electronic Mail & Federal Express*

Ms. Cathy Bechtel  
Riverside County  
Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, CA 92501

Re: Mid County Parkway Project

Dear Ms. Bechtel:

The Metropolitan Water District of Southern California (Metropolitan) is writing to comment on the Riverside County Transportation Commission's (RCTC) proposed alignments for its Mid County Parkway (MCP or project).

As you know, Metropolitan has worked cooperatively with RCTC on its consideration of alternative routes for, and environmental study of, the MCP. We understand that RCTC is preparing to issue its draft environmental impact report/environmental impact statement (Draft EIR/EIS) soon, and wanted to reiterate Metropolitan's comments and concerns regarding the project at this critical juncture. Enclosed and incorporated by reference are copies of prior correspondence that set forth Metropolitan's position on the project.

In summary, Metropolitan's primary concerns with the proposed MCP are:

- a. Impacts to Lake Mathews reserve lands and associated conservation, mitigation, and management pursuant to agreements with U.S. Fish and Wildlife Service, California Department of Fish and Game, and Riverside County Habitat Conservation Agency, including the Lake Mathews Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP or reserve).
- b. Impacts to the Lake Mathews watershed, including impacts to Metropolitan's Cajalco Creek Dam and adjunct detention basins and other existing and future facilities necessary to control urban runoff into Lake Mathews in order to meet water quality requirements. Any alignments within the Lake Mathews watershed should incorporate the existing requirements of the Lake Mathews Water Quality & Drainage Management Plan, which is an agreement that was executed between the Riverside County Flood Control and Water Conservation District and Metropolitan to preserve and enhance the water quality within Lake Mathews.

Ms. Bechtel  
Page 2  
April 18, 2007

- c. The protection of Metropolitan's existing large diameter distribution system and related facilities from potential impacts caused by the proposed MCP. The main facilities affected by these proposed alignments include: the Colorado River Aqueduct; Perris Valley Siphon Nos. 1 and 2; Lakeview pipeline; Bernasconi Tunnels Nos. 1 and 2; Inland Feeder; 1st Barrel Casa Loma Siphon; Upper Feeder pipeline; Lower Feeder pipeline; Temescal Power Plant; Lake Perris Bypass and its associated pipeline, Perris Power Plant and Pressure Control Facility; Lake Mathews and its associated power plant, dams and facilities; Chemical Unloading Facility; and the approved Central Pool Augmentation project and its associated future water treatment plant at Eagle Valley and the future water distribution system leaving Eagle Valley.
- d. Homeland security and related access issues to Metropolitan facilities, security gates, and detention basins in and around the proposed project.

Metropolitan requests that RCTC choose an alignment that addresses these concerns by avoiding any impacts to the reserve and operational lands, and by avoiding or minimizing impacts to Metropolitan's facilities. Based on a review of the preliminary data provided by RCTC, only Alternative 9 (the southernmost route) avoids the reserve, and has the fewest impacts on Metropolitan's facilities. Enclosed for reference is a map showing the proposed MCP alignments, including Alternative 9, in relation to the reserve and Metropolitan's major facilities.

#### **Impacts to the Reserve**

As we have stated repeatedly in the past, Metropolitan cannot support or sanction any alternative that enters or impacts the reserve in any way. The MSHCP/NCCP encompasses about 5,110 acres of land surrounding Lake Mathews, including the lands in the State Ecological Reserve. These lands are protected for their benefit to endangered, threatened or sensitive species and provide the basis for Endangered Species Act compliance for Metropolitan projects located in Riverside County.

To ensure protection of these lands, Metropolitan recorded a conservation easement that precludes the use of the property in a manner that could adversely affect its values for conservation purposes. Any activities or use of reserve lands for the MCP is incompatible with these conservation commitments, and Metropolitan is precluded from authorizing such activities and use of the reserve. For these reasons, Metropolitan opposes the MCP alignments that would enter and/or impact the reserve in any way.

Ms. Bechtel  
Page 3  
April 18, 2007

**Impacts to Metropolitan Facilities**

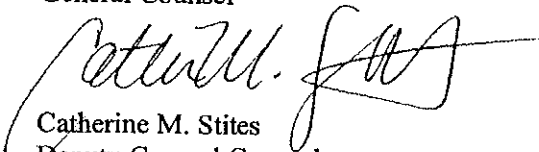
Metropolitan is also concerned about impacts to its facilities and their operation, as set forth in detail in the enclosed correspondence. In short, all of the proposed MCP alignments, including Alternative 9, would impact Metropolitan facilities. In addition, all alignments have the potential to affect how these facilities are operated. RCTC must carefully analyze the potential impacts, including but not limited to those from increased lateral and vertical loading, induced settlement, impacts to operations of the facilities, and altered drainage patterns. See, for example, the enclosed September 28, 2006 and March 29, 2007 correspondence for more detail on this subject. Any proposals to realign or accommodate Metropolitan's facilities, including the costs of such accommodations, are potentially significant and should be analyzed in detail by RCTC. We welcome the opportunity to provide information relevant to this analysis upon your request.

Metropolitan respectfully requests that you address all of the foregoing concerns in the Draft EIR/EIS. We look forward to continuing our cooperative work with RCTC on the MCP.

If you have any questions, please feel free to contact John Shamma at (213) 217-6409 or me at (213) 217-6533.

Sincerely,

Karen L. Tachiki  
General Counsel

  
Catherine M. Stites  
Deputy General Counsel

CMS/tjm  
Enclosures

cc: Mr. John Shamma, P.E., Metropolitan (w/o encls.)  
Mr. Hideo Sugita, RCTC Deputy Executive Director (w/encls.)



*THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA*

Ms. Bechtel  
Page 4  
April 18, 2007

cc: Merideth Cann, P.E. (w/encls.)  
Charles V. Landry, P.E. (w/encls.)  
Jacobs Engineering Group Inc.  
3850 Vine Street, Suite 120  
Riverside, CA 92507

Mr. Rob McCann (w/encls.)  
LSA Associates, Inc.  
20 Executive Park  
Suite 200  
Irvine, CA 92614

Karin Louise Watts Bazan, Esq. (w/encls.)  
Office of the Riverside County Counsel  
3535 10<sup>th</sup> Street, Suite 300  
Riverside, CA 92501





March 22, 2012

Metropolitan Water District of Southern California  
Kieran M. Callanan, Manager, Substructures Team  
Box 54153  
Los Angeles, CA 90054-0153

Dear Ms. Callanan:

**Substructures Job No. 2001-11-001 – Cajalco Road Widening and Safety Enhancement Project – Lake Mathews Facility Information**

ICF International (ICF) respectfully submits this request for facility information and guidelines in support of environmental review of the proposed Cajalco Road Widening and Safety Enhancement Project in Riverside County, California. ICF is contracted with the County of Riverside Transportation Department (RCTD) to assist in the preparation of the technical and environmental review documents for the proposed project.

The specific information that ICF is seeking is listed below.

- Lake Mathews facility information identified in the enclosed May 13, 2005 letter addressed to Mr. Charles Landrey of Jacobs Civil, Inc.:
  - Aerial photograph with locations of facilities referenced;
  - Cajalco Dam facilities - El Sobrante Road area - Drawings A-1178, H-1362 & H-1363;
  - Lower Feeder pipeline & tunnel - Drawings B-9363, B-10203 thru B-10212, B-21226 & B-21227; and
  - Above-ground facility - Drawings B-10275, B-10282, B-10283, B-30310 thru B-30314, B-30398 & B-30399
- Guidelines information identified in the enclosed March 15, 2011 letter addressed to Mr. Stan Dery of RCTD:
  - Guidelines for Development in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California

We appreciate your time and assistance on this matter. Please contact me with any questions or if additional information may be needed. Email: [kanderson@icfi.com](mailto:kanderson@icfi.com); Phone: (951) 506-4038.

Sincerely,

A handwritten signature in blue ink, appearing to read "Keturah Anderson", written over a light blue horizontal line.

Keturah Anderson, Senior Associate

Enclosures



**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

MWD Colorado River Aqueduct, etc.  
Substr. Job No. 2001-04-007

May 13, 2005

Mr. Charles Landrey  
Project Manager  
Jacobs Civil, Inc  
3850 Vine Street, Suite 120  
Riverside, CA 92507

Dear Mr. Landrey:

Mid-County Parkway Alignment Conflicts with MWD Facilities

This letter is regarding the proposed Mid-County Parkway project alignment alternatives located in Riverside County generally between Interstate 15 and the city of San Jacinto, north and south of Lake Mathews and south of Lake Perris.

The following comments provide a detailed explanation of potential conflicts between the proposed project alignments and Metropolitan's various facilities. The subject locations are referenced accordingly on the enclosed aerial photo map that delineates the project's alternative alignments, which your company submitted to Metropolitan.

I. Colorado River Aqueduct/Casa Loma Siphon-1<sup>st</sup> Barrel - at Sanderson Avenue

Just south of the Ramona Expressway, Metropolitan's 148-inch-inside-diameter Casa Loma Siphon crosses Sanderson Avenue (MWD Station 10933+40). There is an existing protective concrete slab in place at Sanderson Avenue and our pipeline is between 4 and 10 feet below grade at this location. This protective slab may need to be upgraded or extended depending on the limits of the corridor construction in this area. Enclosed are prints of our Casa Loma Siphon Drawings B-363-10, B-363-11, H-1224 and H-1300, and Drawing B-25759 for the protective slab.



## THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Mr. Charles Landrey  
Page 2  
May 13, 2005

II. Colorado River Aqueduct, Inland Feeder and Lakeview Pipeline – between Bridge Street and Princess Ann Road

Just south of the Ramona Expressway at Princess Ann Road, Metropolitan's 185-inch-inside-diameter Colorado River Aqueduct monolithic concrete pipeline, 145-inch-inside-diameter Inland Feeder welded steel pipeline, and 133-inch-inside-diameter welded steel Lakeview Pipeline are all in close proximity to the proposed corridor alignment. Please submit detailed plans of your corridor project in this area for our review and written approval when available. Enclosed are prints of our Drawings B-363-9, B-60591, B-88361, B-88362 and B-88381 for our facilities in this area.

III. Inland Feeder Davis Road/Hansen Avenue

Metropolitan's 145-inch-inside-diameter Inland Feeder welded steel pipeline is located at the intersection of Ramona Expressway and Davis Road and runs parallel to Ramona Expressway for approximately 800 feet. The pipeline is located approximately 15 feet below grade in this area and may need to be protected within the limits of your corridor improvements. Enclosed for your information are prints of our Drawings B-92103 and B-92104.

IV. Lake Perris Facilities

Metropolitan has a number of facilities and properties along the south side of Lake Perris that may be impacted by the proposed corridor. In addition, appropriate protection of our various pipelines and tunnels in this area may need to be undertaken. Enclosed are prints of our Drawings B-363, B-363-6, B-60445 through B-60447, B-60561, B-60562, B-60563, B-60564, B-65646 and B-65656 through B-65661 for your information and use.

a. Lake Perris Bypass Pipeline

The proposed corridor alignment must be kept outside the limits of this right-of-way except where it must cross the pipeline.

## THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Mr. Charles Landrey  
Page 3  
May 13, 2005

b. Perris Power Plant

The proposed corridor alignment must be kept outside the limits of our power plant and pressure control facility right-of-way.

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c. Bernasconi Tunnels No. 1 and No. 2 – West and East Portals

Appropriate access will need to be provided to Metropolitan to these portal sites for routine maintenance and repairs.

V. SR-215 – Chemical Unloading Facilities

- a. Metropolitan owns and operates a chemical unloading facility just west of the proposed SR-215 interchange. The proposed alignment should not encroach into any area of this property. Please note that Metropolitan may be performing major upgrades to this facility in the near future. We will keep you informed of changes to this facility as they occur. Enclosed are prints of our Drawings B-26979 and B-26980 for your information and use.
- b. In addition, just east of the chlorine facility extending approximately to the Cajalco Dam, Metropolitan's 183-inch-inside-diameter Colorado River Aqueduct Valverde Tunnel is longitudinally in close proximity to the proposed alignment with an average depth of 150 to 200 feet. Your proposed corridor must have no impact on this tunnel.

VI. Cajalco Dam – El Sobrante Road and Cajalco Road (East of Lake Mathews)

The proposed alignment may require modifications to the existing Cajalco Dam facility, which would have to be coordinated with Metropolitan, Riverside County Flood Control District and the California Division of Safety of Dams (DSOD). Also, access to the facility will need to be maintained. Enclosed are prints of our Drawings A-1178, H-1362 and H-1363 for your information and use.

Metropolitan's facilities between the Cajalco Dam and our Lake Mathews

## THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Mr. Charles Landrey  
Page 4  
May 13, 2005

facility may also be affected where the Valverde Tunnel transitions into an outlet channel. Detailed plans of your proposed corridor improvements will be required in order to determine potential impacts to our facilities. Enclosed are prints of our Drawings B-363-1 through B-363-4 for your information and use.

---

VII. Lake Mathews Facilities, Upper Feeder and Lower Feeder

- a. The alignment of your proposed corridor in proximity to our Lake Mathews Dike No. 1 at McAllister Street would involve the removal of a hill that is acting as a buttress for this dike, which is unacceptable. Metropolitan cannot allow any activity which has the potential to compromise or reduce the factor of safety of this dike. Your corridor alignment will need to be revised such that no material is removed from this abutment area. Any construction in this area will also require DSOD approval.
- b. Seepage pipes located at the face of this dike may also be affected. Any impacts to these pipelines will need to be mitigated.
- c. Metropolitan's main entrance to our Lake Mathews facility is accessed from El Sobrante Road. The proposed alignment appears to interfere with this access. If this alignment will bridge over La Sierra Avenue, the height should be such that it allows all of our vehicles to cross under the overcrossing.
- d. Metropolitan's 140-inch-inside-diameter Upper Feeder pipeline crosses the proposed alignment just west of La Sierra Avenue. This pipeline will need to be protected in place.
- e. Metropolitan's 108-inch-inside-diameter Lower Feeder pipeline and related above-ground facilities, including a small hydroelectric power plant, may be impacted by your proposed corridor alignment and auxiliary road between Lake Mathews and Temescal Canyon Road. As shown on the enclosed drawings, Metropolitan facilities include, but are not limited to, two standpipes, a control tower, a venturi meter and the Temescal Power

## THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Mr. Charles Landrey

Page 5

May 13, 2005

Plant. Please provide detailed information on how these facilities will be protected in place and how Metropolitan's access will be maintained in this area.

Enclosed for your information are prints of our Lower Feeder pipeline and tunnel Drawings B-9363, B-10203 through B-10212, B-21226 and B-21227 and above-ground facility Drawings B-10275, B-10282, B-10283, B-30310 through B-30314, B-30398 and B-30399.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number located in the upper right-hand corner of this letter. Should you require any additional information, please contact Mr. Ish Singh at (213) 217-6679.

Very truly yours,

*Susan M. Callanan*  
For Kieran M. Callanan, P.E.  
Manager, Substructures Team

IS/ly  
DOC 2001-04-007  
Enclosures (53)

Attachment 3  
Exhibit 1





THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

Office of the General Manager

MWD Colorado River Aqueduct, et al.  
Substr. Job No. 2001-11-001

March 27, 2012

Mr. Keturah Anderson  
Senior Associate  
Suite 200  
42145 Lyndie Lane  
Temecula, CA 92591

Dear Mr. Anderson:

Cajalco Road Widening-Information Request

Thank you for your transmittal and letter dated March 22, 2012, requesting information on Metropolitan's facilities that are situated in the area of the proposed Cajalco Road widening project located generally between Temescal Canyon Road and the I-215 freeway in Riverside County. Included with your submittal were copies of our letters dated May 13, 2005 and March 15, 2011.

As requested, the following specific information is transmitted for your use as listed on your letter dated March 22, 2012:

A copy of our "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California," and prints of our Drawings A-1178, H-1362, H-1363, B-9363, B-10203 through B-10212, B-21226, B-21227, B-10275, B-10282, B-10283, B-30310 through B-30314, B-30398 and B-30399.

Mr. Keturah Anderson

Page 2

March 27, 2012

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of the first page of this letter. Should you require any additional information, please contact Ken Chung at telephone (213) 217-7670.

Very truly yours,

A handwritten signature in black ink, appearing to read 'K. Callanan', written in a cursive style.

Kieran M. Callanan, P.E.

Manager, Substructures Team

KC:ly

DOC 2001-11-001b

Enclosures (31)

**From:** [Anderson, Keturah](#)  
**To:** ["Zambon, Mary"](#); ["Staley, Scott"](#); ["KWATTSBA@co.riverside.ca.us"](mailto:KWATTSBA@co.riverside.ca.us); [Calvert, Brian](#); [Campbell, Tricia](#)  
**Subject:** FW: Proposed Cajalco Road improvement impacts: MWD GATE locations  
**Date:** Thursday, April 25, 2013 10:29:00 AM  
**Attachments:** [CajalcoRoadProjectIMPACTS2012.pdf](#)

---

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**From:** Eaton,Brad [mailto:[beaton@mwdh2o.com](mailto:beaton@mwdh2o.com)]  
**Sent:** Thursday, April 25, 2013 10:26 AM  
**To:** Anderson, Keturah  
**Cc:** Clairday,John C; Otake,Bryan M; Callanan,Kieran M; Picht,Wendy L  
**Subject:** Proposed Cajalco Road improvement impacts: MWD GATE locations

Hello Keturah

These are the locations of the MWD gates on Cajalco Road, which we would require to remain accessible for operational purposes.

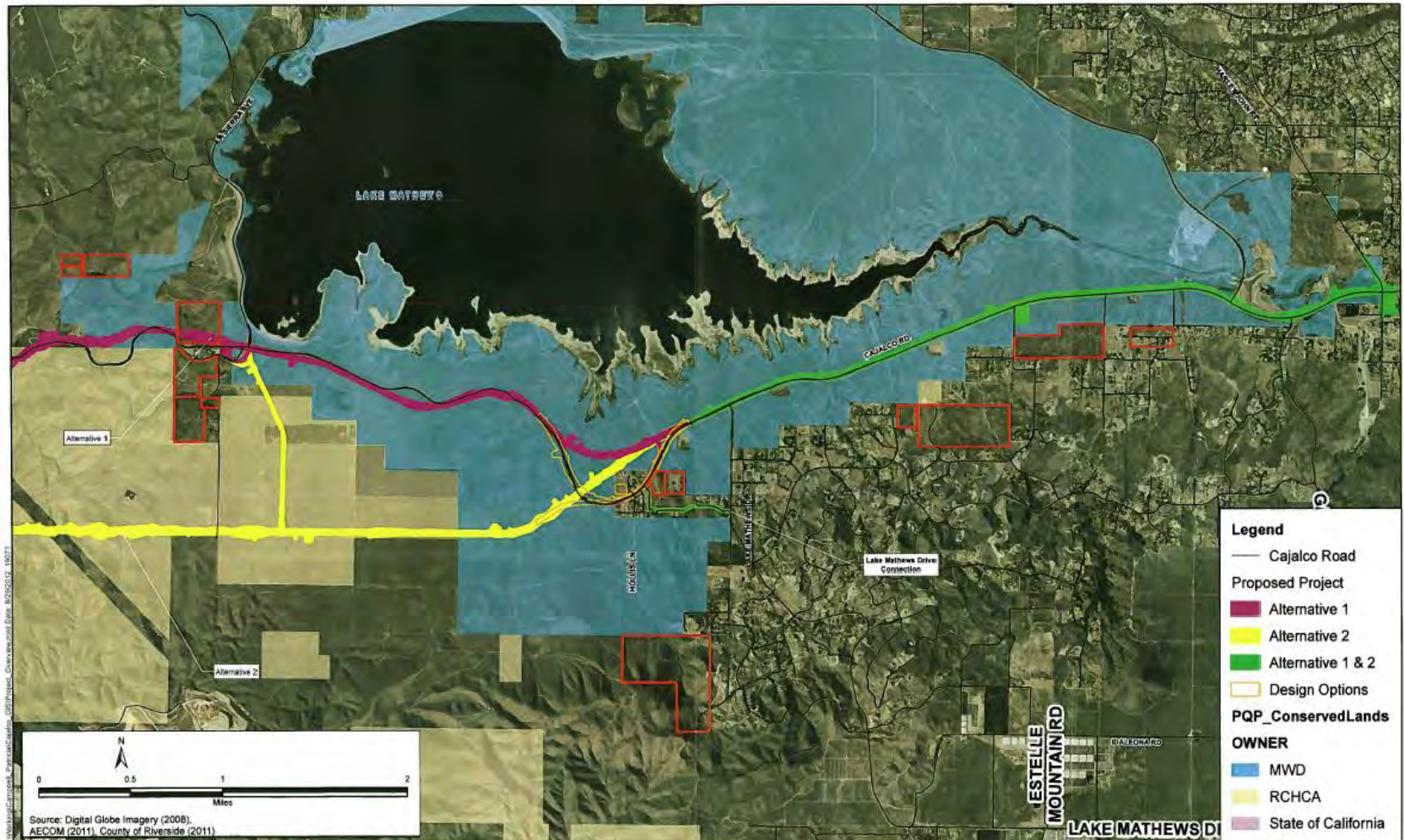
Thanks,

**Brad Eaton**  
Metropolitan Water District  
Office of Section Manager  
Conveyance & Distribution Section  
Water System Operations Group  
[beaton@mwdh2o.com](mailto:beaton@mwdh2o.com)  
(951) 710-5561: Office  
(951) 237-2274: Mobile  
(213) 576-5412: EFax

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# Proposed Cajalco Road Modification Project

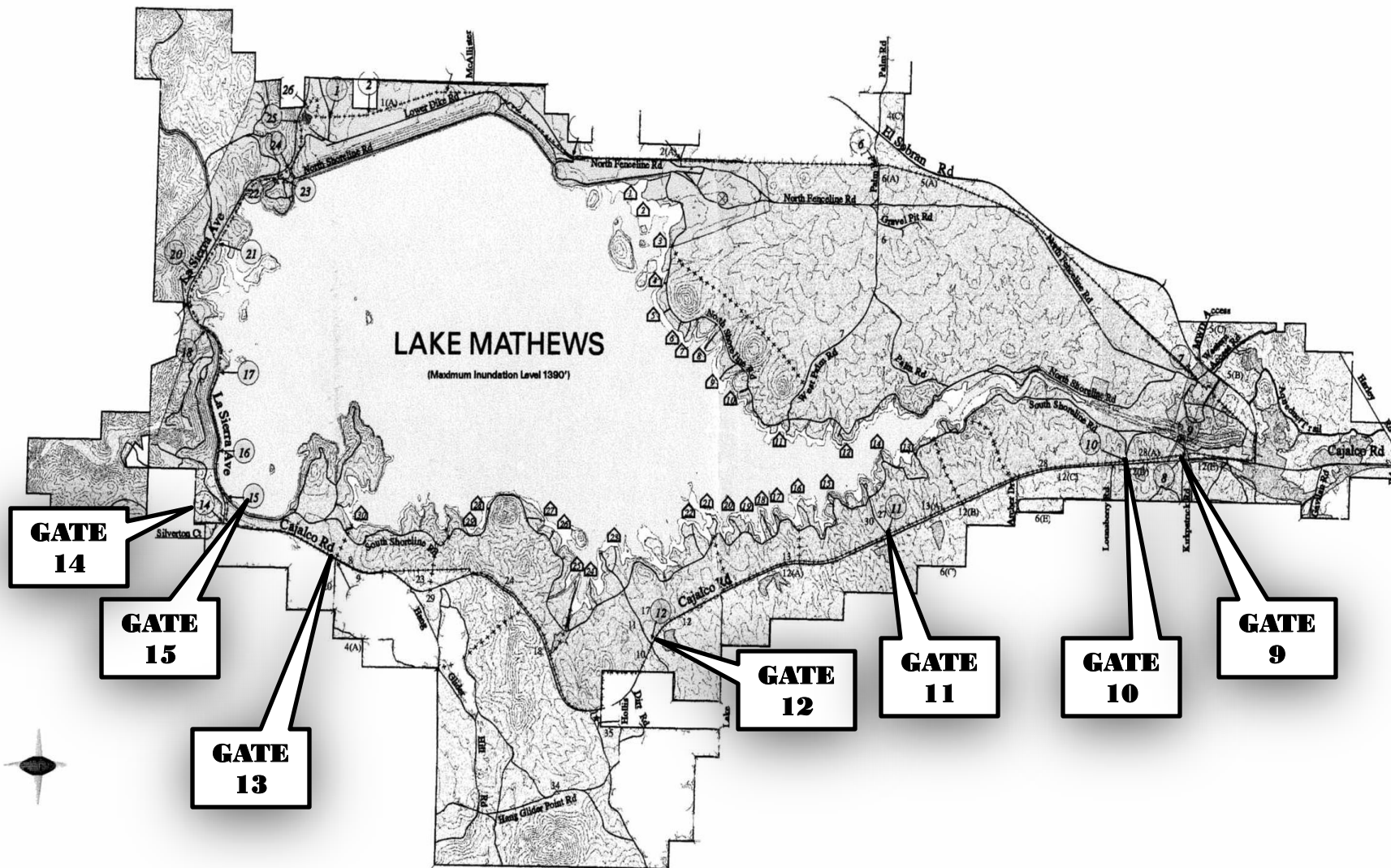


Conceptual - Not for Distribution

Potential MWD Mitigation Lands  
Cajalco Road Widening Project



## Lake Mathews South Shoreline Gate Locations



**GATE 15**  
La Sierra n/o Cajalco  
(No Impact)







**GATE 15**  
La Sierra n/o Cajalco  
(No Impact)

**GATE 14**  
La Sierra n/o Cajalco  
*(Should be no Impact)*





**GATE 13**  
LM Reserve Gate (e/o El Sobrante & Cajalco)  
(Would require safe turn access)



**GATE 12**  
Cajalco w/o Lake Mathews Drive  
(Would require access)







**GATE 12**  
Cajalco w/o Lake Mathews Drive  
(Would require turn access)

**GATE 11**  
Cajalco w/o Lake Mathews Drive  
(Would require access)







**GATE 11**  
Cajalco w/o Archer Drive  
(Would require turn access)



**GATE 10**  
Cajalco e/o Lounsberry  
(Would require access)







**GATE 10**  
Cajalco e/o Lounsberry  
(Would require access)



## **GATE 8**

**Cajalco n/o Kirkpatrick  
(Would require access)**







**GATE 8**  
Cajalco n/o Kirkpatrick  
(Would require access)



# CAJALCO CREEK DETENTION DAM

El Sobrante, n/o Cajalco

(No MWD impacts on south side of Cajalco)





**Typical Drainage Basins**  
**(Part of Cajalco Creek Detention Dam project)**

South side of Cajalco Road

*Would require safe turn access from Cajalco Road*





**Typical Drainage Basins**  
**(Part of Cajalco Creek Detention Dam project)**  
South side of Cajalco (between Kirkpatrick & Lounsberry)  
(Would require safe turn access from Cajalco Road)



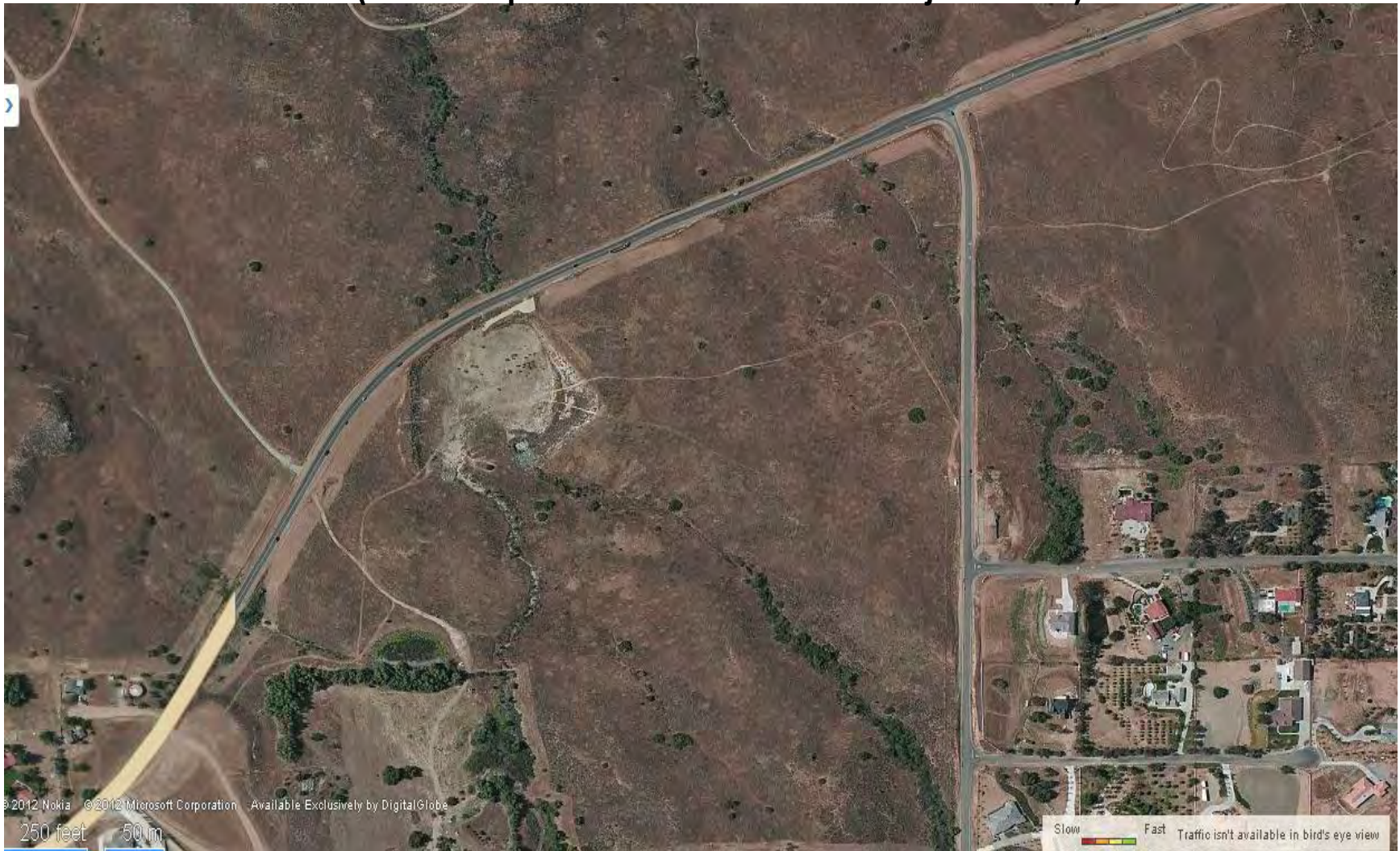


**Typical Drainage Basins**  
**(Part of Cajalco Creek Detention Dam project)**  
South side of Cajalco (w/o Archer)  
(Would require safe turn access from Cajalco Road)





**Typical Drainage Basins**  
**(Part of Cajalco Creek Detention Dam project)**  
South side of Cajalco (w/o Lake Mathews Drive)  
(Would require safe turn access from Cajalco Road)





THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

Office of the General Manager

MWD Lake Mathews, et al.  
Substr. Job No. 2001-11-001

July 30, 2015

Mr. Scott Staley  
Project Manager  
County of Riverside  
Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

Dear Mr. Staley:

Cajalco Road Widening and Realignment Alternative Project

This letter is prepared at the request of the County of Riverside and is written in the spirit of cooperation. Nothing contained in this letter should be interpreted as an approval or consent by Metropolitan to the Cajalco Road Widening and Realignment Project or any proposed alternative route.

The following identifies Metropolitan's engineering and operational concerns and issues based on the recent submittal of the County of Riverside's preliminary plans, alternatives 1, 2, 2B, 3, 4 and options 1-3 (eastern connections), for the proposed Cajalco Road widening and realignment alternative project located generally between Interstate 15 and 215 freeways in the county of Riverside. A subsequent meeting was also held at our Lake Mathews office on July 13, 2015, and as discussed at this meeting, impacts to the Lake Mathews Reserves as a result of the proposed project will require extensive analysis and investigation and are not a part of this review.

Metropolitan currently owns and operates several facilities within or in the vicinity of the study area, as shown in your maps, including Lake Mathews, the Cajalco Creek Dam and Detention Basin, various sedimentation basins, the Colorado River Aqueduct Val Verde Tunnel, the Upper Feeder pipeline, the Lower Feeder pipeline, Metropolitan's proposed but not-yet constructed Central Pool Augmentation (CPA) project and possible future facilities.

In addition, Metropolitan maintains ownership of and jointly manages the Lake Mathews Multiple Species Reserve (Reserve), established and managed under the terms of a Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP) and Cooperative Management Agreement (CMA) among Metropolitan, the California Department of Fish and Wildlife (CDFW), the U.S. Fish and Wildlife Service, and Riverside County Habitat Conservation Agency (RCHCA), a Conservation Easement recorded by the County of Riverside and held by the RCHCA, and an under-lying MOU among Metropolitan, the California Department of Water Resources and CDFW for establishment of an Ecological Reserve surrounding Lake Mathews. Potential impacts to these reserves will require significant time and resources and will need to be further analyzed.

We have reviewed the alternatives with respect to impact to Metropolitan's operational facilities and the water quality of Lake Mathews. The following are our preliminary comments and requirements:

- a. The project should clearly identify pollution prevention and treatment Best Management Practices that will be incorporated into your project to mitigate any potential impacts to the Lake Mathews watershed.
- b. The project needs to address impacts to existing and proposed facilities as identified in the Drainage Water Quality Management Plan for the Lake Mathews Watershed (DWQMP). Per a 1995 agreement, Metropolitan, the County of Riverside and the Riverside County Flood Control and Water Conservation District are responsible for implementing the DWQMP to protect Lake Mathews' water quality.
- c. The project needs to address right-of-way issues including (i) existing Metropolitan rights-of-way, (ii) easements and reservations and (iii)



any property owned by Metropolitan, lying outside the existing right-of-way.

- d. Appropriate fencing will need to be installed on both sides of the proposed alignment, to prevent unauthorized trespass onto Metropolitan's adjacent property.

The following identifies Metropolitan's facilities located within the proposed project's road alternatives:

Alternatives 1 through 4 (East End Connections)

1. Sediment Basin Nos. 1 through 4, Cajalco Creek Dam and Detention Basin and Cajalco Creek Sedimentation Basin may require protection or modification to accommodate the project. If modifications of these facilities are required, any modifications must maintain equivalent design capacities. In addition, Metropolitan's proposed DWQMP facilities (i.e., Cajalco Creek Wetlands and Lake Mathews Estates Water Quality Pond) may also be impacted by the road realignments. Existing and proposed DWQMP facilities should be shown and identified on project plans. Further coordination with affected DWQMP agreement parties should be required to address potential impacts.
2. Metropolitan's 15-foot-3-inch-inside-diameter CRA Val Verde Tunnel is located in the area of the project. The tunnel has an approximately 50-100 feet of cover in this area. Our preliminary assessment suggests that there will be no impact to our Val Verde Tunnel pipeline. Enclosed for your information and use is a copy of our Drawing B-363-1.

Alternatives 3 and 4

3. The future CPA project and the potential for future water related facilities, including but not limited to, additional pipelines, dams or treatment facilities should be considered for these alignments.

4. The conceptual provision to accommodate Metropolitan's entrance to Lake Mathews' operational area located at the intersection of La Sierra Avenue and El Sobrante Road is generally acceptable to Metropolitan, subject to our review and approval of detailed plans. The realigned entrance must incorporate the existing driveway at this location.
5. Metropolitan's piezometers, monitoring wells and seepage collection structures are located within or in the vicinity of the proposed project alignments and must be protected in place or relocated as necessary. The proposed alignment along La Sierra Avenue must not impact the dam, seepage collection lines, diversion tunnels, and/or weirs. State of California Division of Safety of Dams (DSOD) will also need to review the alignment in the vicinity of the Lake Mathews west dam if the project moves forward and this alignment is the preferred alignment. More detailed plans would be required for DSOD and Metropolitan to review and provide detailed comments. Enclosed for your information and use are prints of our Drawings 35-1, B-12574 through B-12576, B-14367, B-20612, B-42242 and B-96594.
6. Metropolitan's 11-foot-8-inch-inside-diameter Upper Feeder pipeline, 14-foot-inside-diameter Cajalco Outlet tunnel and 10-foot-inside-diameter Lower Feeder tunnel, are located in the area of these alternatives. Our Upper Feeder pipeline may require protection to accommodate the road widening. We anticipate that there will be no conflicts with the road alignments proposed over our Cajalco Outlet tunnel and Lower Feeder tunnel. Enclosed for your information and use are prints of our Drawings B-2217, B-9383, B-21226, B-21227 and H-1387.

The issues outlined above are related to the operation and maintenance of our water distribution system. These facilities are a critical part of Metropolitan's distribution system. Extensive engineering and geotechnical work will need to be undertaken to ensure that the location and operation of the proposed project will not compromise the integrity of this distribution system and/or over Lake Mathews facilities, and will not restrict or constrain Metropolitan's ability to maintain, operate, replace or

Mr. Scott Staley  
Page 5  
July 30, 2015

add facilities within our right-of-way. Where mitigation of potential impacts to facilities would not be possible, realignment of the project may be required.

Metropolitan's facilities and fee right-of-way must be fully shown and identified on your project plans so that potential project impacts can be clearly identified. Prints of the detail plans pertaining to Metropolitan's right-of-way must also be submitted for our review and comment

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of the first page of this letter. Should you require any additional information, please contact Ken Chung telephone (213) 217-7670.

Very truly yours,



Kieran M. Callanan, P.E.  
Manager, Substructures Team

KC:km  
DOC 2001-11-001e

Enclosures (15)



Metropolitan Water District  
of Southern California  
P.O. Box 54153  
Los Angeles, CA 90054-0153

Hasler

02/25/2016

US POSTAGE



FIRST-CLASS MAIL

\$00.48<sup>5</sup>

ZIP 90012  
011D11636474

Keturah Anderson

ICF International

3550 Vine St.

Suite 100

Riverside, CA 92507



**From: Metropolitan Water District** FEB 23 2016  
**Substructures Team**

Re: Your Project La Sierra Ave & El Sobrante Rd Intersection  
Realignment

Your Project No. \_\_\_\_\_

MWD Substructures Job No. 2002-03-D12

We received your above-referenced project submittal on 2/24/16

We will review your project proposal as it affects our facilities and rights-of-way  
and transmit our comments to you by written correspondence.

We typically respond within 30 days of receipt of the project submittal.

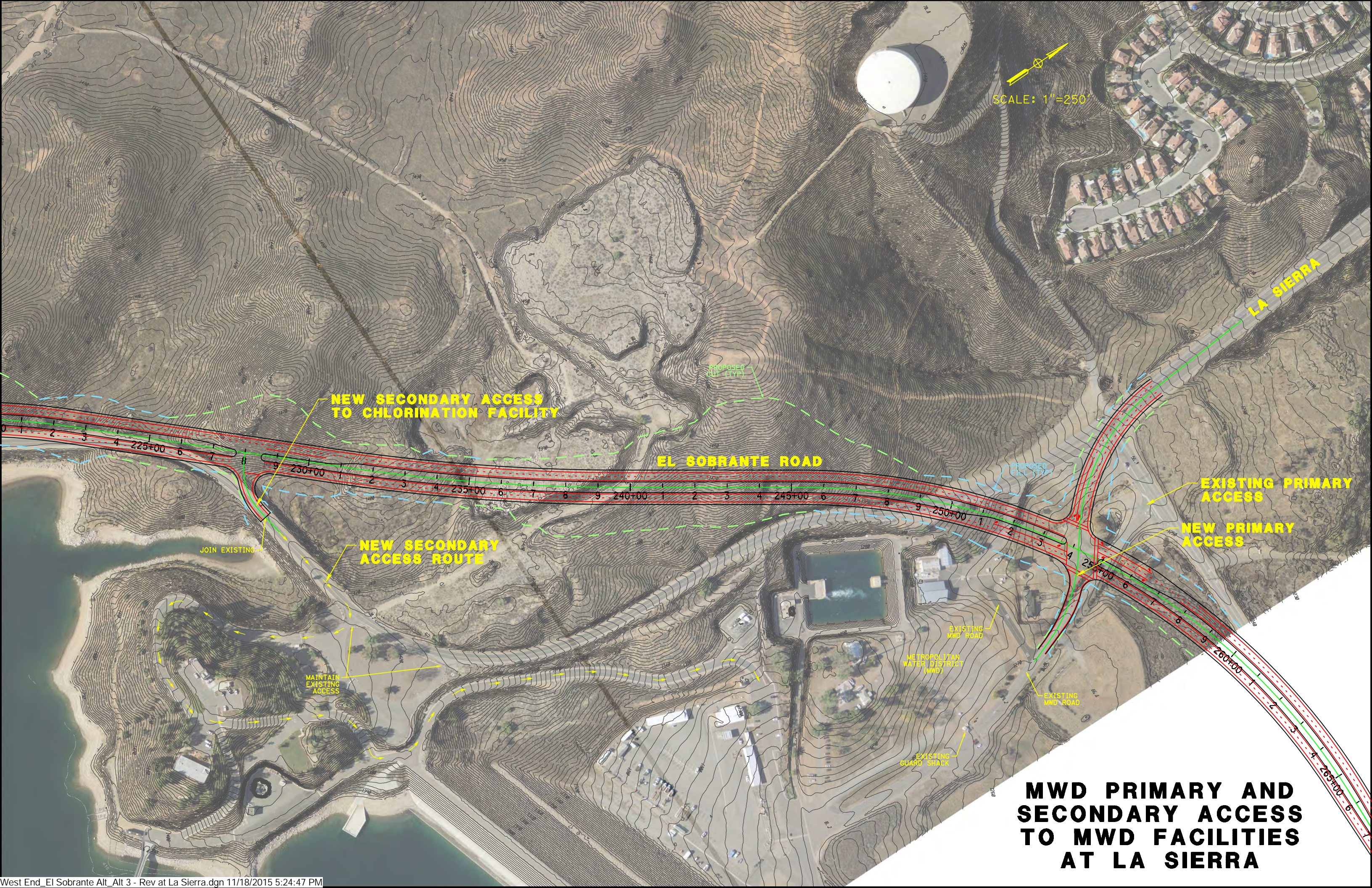
Your project has been assigned to Ken Chung

Telephone: (213) 217- 7670.

Please contact this Substructures Team coordinator if you have any questions.

Thank you.









THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

Office of the General Manager

MWD Lake Mathews, et al.  
Substr. Job No. 2001-11-001

November 21, 2016

Mr. Scott Staley  
Project Manager  
County of Riverside  
Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

Dear Mr. Staley:

Cajalco Road Widening Project

The following identifies Metropolitan Water District's engineering and operational concerns and issues based on the June 2016 submittal of the County of Riverside's preliminary plans, (Alternatives 1, 2C, 3 and 4), for the proposed Cajalco Road Widening Project located generally between the Interstates 15 and 215 freeways in the county of Riverside.

We have reviewed the alternatives with respect to impact to Metropolitan's operational facilities and the water quality of Lake Mathews and our comments are as follows:

General Comments

- a. The proposed project should clearly identify pollution prevention and treatment best management practices, both during construction and for the long term operation of the roadway to mitigate for any potential impacts to the Lake Mathews watershed.

- b. The proposed project needs to address impacts to existing and proposed facilities as identified in the Drainage Water Quality Management Plan for the Lake Mathews Watershed (DWQMP). Per a 1995 agreement, copy enclosed, Metropolitan, the County of Riverside and the Riverside County Flood Control and Water Conservation District are responsible for implementing the DWQMP to protect Lake Mathews' water quality.
- c. The proposed project needs to address impacts to Metropolitan's rights-of-way including any conservation easements and agreements which overlays a portion of our properties.
- d. The proposed project needs to address safety concerns at Metropolitan's entrance to Lake Mathews' operational area, located at the intersection of La Sierra Avenue and El Sobrante Road, due to increased traffic as a result of the proposed road widening project. Appropriate traffic improvements, including a traffic signal, will need to be installed at this location to facilitate vehicles and large construction equipment entering and leaving Metropolitan's Lake Mathews' facility.
- e. Appropriate fencing will need to be installed on both sides of the proposed alignment to prevent unauthorized trespass onto Metropolitan's adjacent properties. In addition, the alignment should incorporate design changes to allow the safe passage of wildlife across the transportation corridor through the use of under-crossings and/or overcrossings facilities.

Alternatives 1 through 4 (East End Connections)

- 1. Sediment Basin Nos. 1 through 4, Cajalco Creek Dam, Detention Basin and Sedimentation Basin may require protection or modification to accommodate the project. If modifications of these facilities are required, any modifications must maintain equivalent design capacities. In addition, Metropolitan's proposed DWQMP facilities (i.e., Cajalco Creek Wetlands and Lake Mathews Estates Water Quality Pond) may also be impacted by the road realignments. Existing and proposed DWQMP facilities should be shown and identified on the project plans. Further coordination with affected DWQMP agreement parties should be required to address potential impacts. A copy of this agreement is enclosed for your reference.
- 2. As discussed in our previous letter dated July 30, 2015, copy enclosed, it appears there will be no conflict where the proposed alignments will cross Metropolitan's 15-foot-3-inch-inside-diameter CRA Val Verde Tunnel.



3. Access to Metropolitan's existing gates around Lake Mathews must be maintained with a safe turnout area available to allow Metropolitan vehicles to pull off the road to unlock the gates.

#### Alternatives 3 and 4

4. Metropolitan's 11-foot-8-inch-inside-diameter Upper Feeder Pipeline is located in the area of these proposed alternatives and may require a protective slab to accommodate the road widening.
5. As discussed in our previous letter dated July 30, 2015, Metropolitan's 14-foot-inside-diameter Cajalco Outlet tunnel and 10-foot-inside-diameter Lower Feeder tunnel are located in the area of these alternatives. We anticipate there will be no conflicts with the road alignments proposed over our Cajalco Outlet and Lower Feeder tunnels.

#### Alternative 3

6. The proposed alternative alignment to the west of La Sierra Avenue and Lake Mathews, which goes through Metropolitan Eagle Valley properties, is not acceptable. This property was acquired for future storage and treatment facilities which are currently in the very early planning stage and truncating the property with a roadway will prevent Metropolitan from being able to use this property for that purpose. Consequently Alternative 3 is not a viable option.

#### Alternative 4

7. Metropolitan's dam monitoring instrumentation, including piezometers, monitoring wells, seepage collection structures and spillways, are located within or in the vicinity of this proposed project alignment. The portion of the alignment along La Sierra Avenue must not impact the dam, seepage collection lines, diversion tunnels and/or weirs or the lake's spillway, and as such, fill cannot be added through this area to accommodate the proposed alignment. The Alternative 4 alignment to the west of Lake Mathews' West Dam must use a bridge span for construction to ensure these facilities including the spillway are not impacted. If this alignment is chosen, we will work with you on the placement of any abutments to ensure they do not impact our existing facilities, including the spillway. Since this area is within the footprint of the dam, the State of California Division of Safety of Dams (DSOD) will also need to review and approve this alignment. More detail plans would be required for DSOD and Metropolitan to review and provide detailed comments.

Mitigation Property

In addition to the preliminary plans submitted on June 2016, Metropolitan also received an email from Ms. Tricia Campbell of Glenn Lukos Associates, a consultant for the County, dated October 6, 2016, identifying four possible mitigation parcels located within Metropolitan's fee property that the County would like to consider for mitigation purposes for the Cajalco Road Widening Project. The use of these parcels as mitigation land for the County is not acceptable to Metropolitan as these parcels were acquired by Metropolitan for future expansion of our facilities and should not be considered as possible mitigation land for your project.

Metropolitan's facilities and fee right-of-way must be fully shown and identified on your project plans so that potential project impacts can be clearly identified. Prints of the detail plans pertaining to Metropolitan's right-of-way must also be submitted for our review and comments.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of this letter. Should you require any additional information, please contact the undersigned at (213) 217-7474 or kcallanan@mwdh2o.com.

Very truly yours,



Kieran Callanan, P.E.  
Manager, Substructures Team

MS/km  
DOC#: 2001-11-001h

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**From:** Chung, Ken <kchung@mwdh2o.com>  
**Sent:** Wednesday, February 22, 2017 6:37 AM  
**To:** Anderson, Keturah; Lopez, Maria T; Chaudhuri, Mickey; Callanan, Kieran M; Singh, Mannu; Calvert, Brian; ' (CSTALEY@rctlma.org)'; Mary Zambon (MZAMBON@rctlma.org); Steiding, Claudia; Hagmaier, Bill; 'gary.sjelin@aecom.com'; Nguyen, Dat; Doesserich, Diane M  
**Subject:** RE: Cajalco Road Widening Project (No. 2001-11-001) Meeting agenda  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To all,

Just in case, the meeting will be held at the Water Quality Library located at 700 Moreno Avenue, La Verne. Please check in with security and ask for Maria Lopez, if necessary.

Regards,

*KEN CHUNG  
METROPOLITAN WATER DISTRICT  
SUBSTRUCTURES TEAM  
(213) 217-7670*

---

**From:** Anderson, Keturah [mailto:Keturah.Anderson@icf.com]  
**Sent:** Tuesday, February 21, 2017 4:20 PM  
**To:** Lopez, Maria T; Chaudhuri, Mickey; Callanan, Kieran M; Chung, Ken; Singh, Mannu; Calvert, Brian; ' (CSTALEY@rctlma.org)'; Mary Zambon (MZAMBON@rctlma.org); Steiding, Claudia; Hagmaier, Bill; 'gary.sjelin@aecom.com'; Nguyen, Dat; Doesserich, Diane M  
**Subject:** Cajalco Road Widening Project (No. 2001-11-001) Meeting agenda

Please find attached, an agenda for the meeting tomorrow, February 22, regarding the Cajalco Road Widening Project.

Please forward to others as appropriate.

Thanks,  
-Keturah



**KETURAH ANDERSON** | MANAGER | 951.541.7684 | [keturah.anderson@icf.com](mailto:keturah.anderson@icf.com)  
**ICF** | 1250 Corona Pointe Ct, Suite 406, Corona, CA 92879 USA | [icfi.com](http://icfi.com)  
Connect with us on [social media](#).

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THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

Office of the General Manager

MWD Lake Mathews, et al.  
Substr. Job No. 2001-11-001

June 12, 2017

Mr. Scott Staley  
Project Manager  
County of Riverside  
Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

Dear Mr. Staley:

Cajalco Road Widening Project – Alternative 4

We received an email on April 4, 2017 from Ms. Jill Wickes, submitting an exhibit (one sheet) for the proposed alignment for Alternative 4 to accommodate the proposed Cajalco Road Widening Project located generally between the Interstate 15 and 215 Freeways in the county of Riverside. Included with the submittal was a technical memorandum dated March 23, 2017.

Subsequently, we received a revised exhibit from Ms. Jill Wickes, showing the legends.

We have reviewed the submitted plans and our comments and requirements are as follows:

1. A bridge span should be designed for the proposed roadway in the area of the Lake Mathews Main Dam and diversion tunnel for the following reasons:
  - a. Under the current proposal for the roadway embankments, the fill will impose additional surcharge on the existing diversion tunnel that was not accounted for the original design.
  - b. The existing seepage orifice and related toe seepage weir should remain in their current location.



- c. Metropolitan has future plans to add downstream piezometers in this area to better monitor the ground water level. The proposed embankment may interfere with the proposed monitoring locations and existing drainage patterns.
2. We request details of any bridge pier abutments and footings for the proposed roadway in front of our dam be submitted for our review, when available. Please note that no structure or its foundations should intrude into existing dam embankment.
3. Metropolitan currently has two seepage weirs that are located near the new and old spillway converging point, which specifically measures seepage water from new and old spillways, respectively. We require that any water runoffs carried down by the new roadway be contained and conveyed into the natural drainage channel downstream and separated from our seepage collection system in order to ensure an accurate measurement of dam seepage.
4. Metropolitan's existing communication tower is designed for transmitting data collected from the diversion tunnel seepage orifice and the downstream toe seepage weir.  
  
Currently, the existing communication tower is placed at the most vantage point at high ground surface to ensure good signal strength. The proposed new location of the communication tower must include the same vantage point to ensure that our radio communication works properly.
5. Appropriate fencing will need to be installed on both sides of the proposed roadway alignment to prevent unauthorized trespass onto Metropolitan's adjacent properties.
6. Access will need to be addressed to ensure Metropolitan's properties and facilities are accessible should this alignment be built.
7. Please note that the undercrossing of the proposed new bridge(s) must have adequate clearances to accommodate heavy equipment to enter the spillway and main dam areas for maintenance and repair activities on routine basis.
8. Since the proposed alignment is within the footprint of the dam, including the dam instrumentation, the State of California Division of Safety of Dams (DSOD) will also need to review and approve this alignment for any operational changes and modifications of dam monitoring and surveillance equipment.

The proposed bridge with pier footings and retaining wall abutments design requires a site specific geotechnical report discussing, but not limited to, geology and seismicity of the site, design earthquake motions and seismic deformation analysis of the proposed bridge structures. The material properties to be used in the seismic deformation analysis should be provided in the

Mr. Scott Staley  
Page 3  
June 12, 2017

geotechnical report by lab results. Enclosed is a copy of our "Geotechnical Guidelines" for your information and use.

Alternatively, you may consider shifting the entire current roadway alignment further west so that it does not impact the footprint of the Dam seepage collection systems, diversion tunnels, weirs and/or the lake's spillway. Please note that currently the diversion tunnel is not part of Lake Mathew's dewatering plan; however, a drainage path should be provided for future plans to utilize this diversion tunnel for dewatering.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of this letter. Should you require any additional information, please contact Ken Chung at (213) 217-7670.

Very truly yours,



for Kieran Callanan, P.E.  
Manager, Substructures Team

KC/dl  
DOC#: 2001-11-001i

Enclosure

cc: Ms. Jill Wicke



THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

Office of the General Manager

MWD Lake Mathews, et al.  
Substr. Job No. 2001-11-001

September 11, 2017

Mr. Scott Staley  
Project Manager  
County of Riverside  
Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

Dear Mr. Staley:

Cajalco Road Widening Project – Alternative 4

Thank you for your email on August 8, 2017 from Ms. Jill Wicke, a consultant for the County of Riverside, submitting an Alternative 4 exhibit A-1 (one sheet) for the proposed alignment for Alternative 4 to accommodate the proposed Cajalco Road Widening Project located generally between the Interstate 15 and 215 Freeways in the county of Riverside. Included with the submittal was a technical memorandum dated March 23, 2017.

We received an email on August 9, 2017, from Ms. Keturah Anderson of ICF International, providing a link to the Alternative 4 exhibits (A-1, A-2, B-1, B-2, C-1 and C2). Subsequently, we received another email from Ms. Jill Wicke submitting an Alternative 4 exhibit C-1.

We have reviewed the submitted exhibits which highlight various alternative structures and embankments and our comments and requirements are as follows:

Alternative 4 – Exhibits A-1 and A-2

The arch bridge proposed to cross over Metropolitan's Lake Mathews' main dam toe area, avoiding intrusion into the dam's downstream toe embankment and diversion tunnel. This alternative is generally acceptable to Metropolitan since local topography and surface drainage paths appear to have been minimized. The arch bridge also provides a clear passage for surface

runoffs and Metropolitan's access without any obstructions. In addition, the following comments are provided for this alternative design:

- a) Currently, Metropolitan staff uses Gate Nos. 20 and 21 to access Metropolitan's Lower Feeder pipeline facilities and the spillway area, respectively, for regular patrol and maintenance activities. Both gates are located along La Sierra Avenue, as shown in Figures 1 and 2 (map attached). The proposed road design would unreasonably block the entrance to these gates. Therefore, alternative access points to both areas should be provided.
- b) The proposed bridge crossing over the spillways area (at your approximate Sta. 180+00) places its north abutment on the north side of spillway channel, as shown in Figure 3. In light of the Oroville spillway situation, Metropolitan has recently been requested by DSOD to conduct a comprehensive assessment of the Lake Mathews spillway, including its hydraulic capacity and the erodibility of the downstream unlined portion under the PMF event. Hence, depending on the assessment's conclusions, Metropolitan may have to modify, enlarge or improve the downstream portion of unlined spillway, which lines underneath the proposed bridge. As a result, the proposed location of the north bridge abutment in the current design may need to be adjusted accordingly.
- c) Metropolitan staff currently uses the dirt road (at your approximate Sta. 149+00) as shown in Figure 4 (map attached) to access two weirs. The proposed embankment would completely block this access dirt road. Therefore, a new access road would need to be provided. The new access road should be designed to accommodate heavy or large maintenance vehicles.
- d) According to the road profile, there is a low point (at your approximate Sta. 158+00) that is located near the south abutment of the proposed arch bridge. The surface runoff carried by the road should be properly collected and discharged directly into the creek on the west side of the road to avoid any commingling with seepage flows from the main dam.

#### **Alternative 4 – Exhibits B-1 and B-2**

This design alternative proposes a filled embankment for the road segment passing through Metropolitan's Lake Mathews' main dam. The fill embankments extends to the footprint of the main dam toe area, resulting in necessary relocations of the toe monitoring weir and diversion tunnel weir to the west side of the road alignment. Local topography would be significantly changed by this design and considerable local drainage paths will be modified, which would impose difficulties for Metropolitan to collect and interpret flow data with historic seepage measurements. Additionally, alteration of the dam embankment could adversely impact dam performance during a seismic event. Therefore, this design option is not acceptable to



Mr. Scott Staley  
Page 3  
September 11, 2017

Metropolitan since it will be detrimental to Metropolitan's ability to safely operate, monitor, and maintain this portion of the reservoir.

**Alternative 4 – Exhibits C-1 and C-2**

Similar to the design option in Exhibits A1/A2, a bridge was proposed to cross over Metropolitan's Lake Mathews' main dam toe area with the exception that this bridge would be supported by intermediate piers instead of a single spanned arch bridge without intermediate piers. According to the design, it minimizes the disturbance to the local geography and clears surface runoff drainage underneath the bridge. However, the design places a few of the proposed intermediate bridge piers within the footprint of the main dam's downstream toe embankment. The installation of the bridge piers within the dam embankment makes this design a less favorable option to Metropolitan. Additionally, due to lack of bridge design information and site-specific geotechnical data, Metropolitan will not be able to further evaluate the impact to the dam embankment due to the bridge pier foundations and the acceptability of this design option.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of this letter. Should you require any additional information, please contact Ken Chung at (213) 217-7670.

Very truly yours,



Kieran Callanan, P.E.  
Manager, Substructures Team

KC/dl  
DOC#: 2001-11-001j

cc: Ms. Jill Wicke

**Figures:**

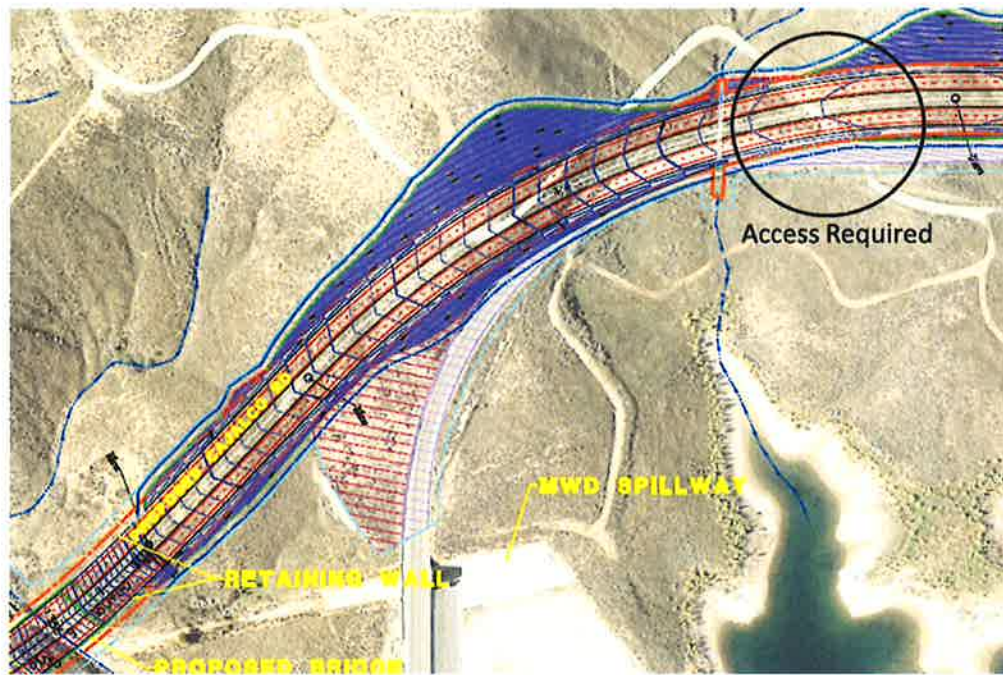


Figure 1 – Location for Access Requirement

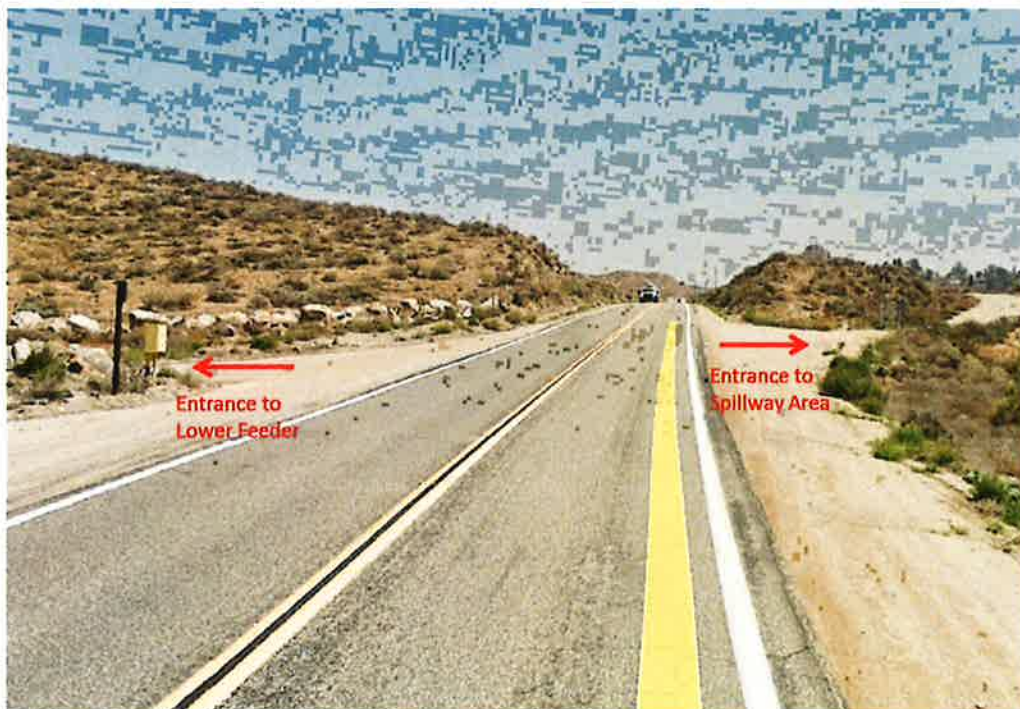


Figure 2 – Existing La Sierra Avenue Access Point (looking North)



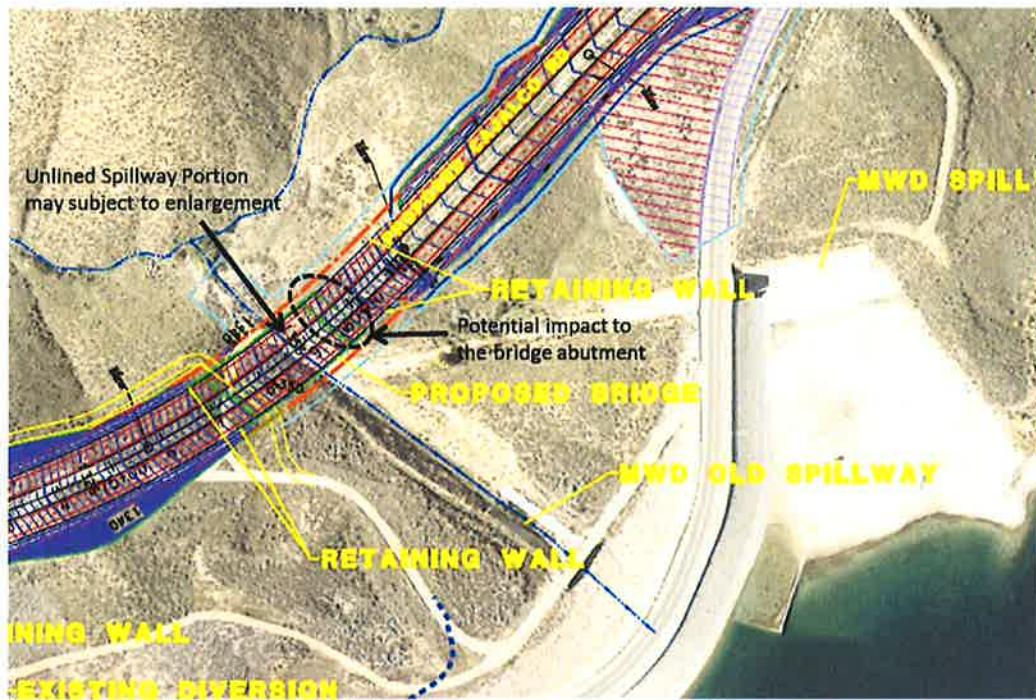


Figure 3 – Potential Impact to Bridge Abutment

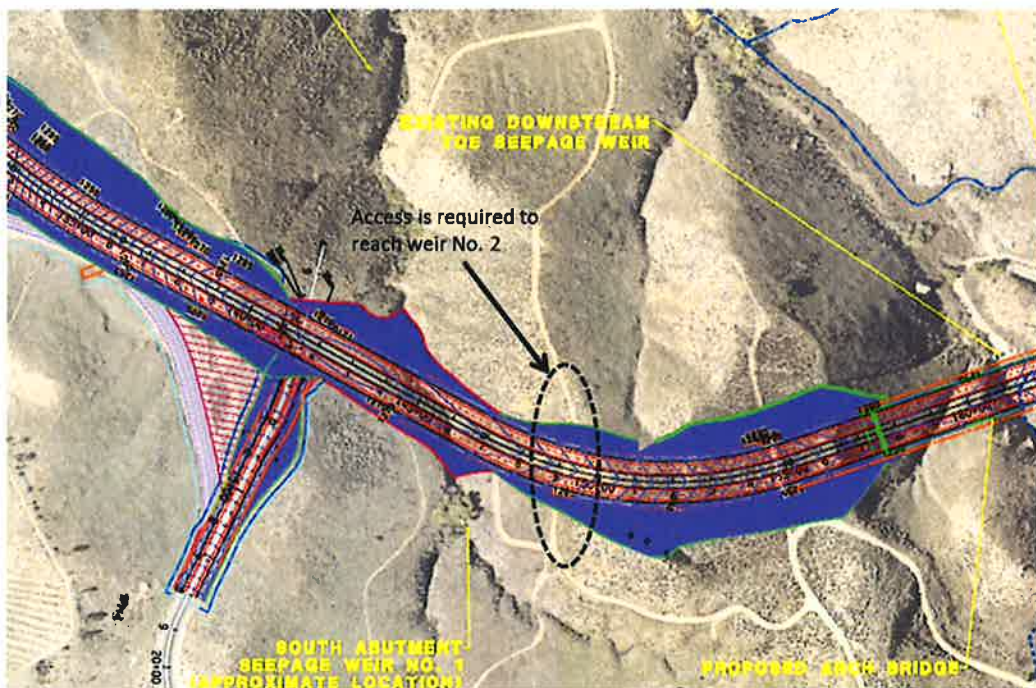


Figure 4 – Location of Blocked Access Road



THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

*Office of the General Manager*

MWD Lake Mathews, et al.  
Substr. Job No. 2001-11-001

March 15, 2018

Mr. Scott Staley  
Project Manager  
County of Riverside  
Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

Dear Mr. Staley:

Cajalco Road Widening Project – Alternative 4

We received an email on February 9, 2018 from Ms. Jill Wicke, a consultant for the County of Riverside, submitting an electronic CAD and KMZ files for the proposed revised alignment for Alternative 4 to accommodate the proposed Cajalco Road Widening Project located generally between the Interstate 15 and 215 Freeways in the county of Riverside.

Subsequently, we received another email on February 27, 2018, from Ms. Jill Wicke, forwarding an updated KMZ file for the above describe alignment. Including with the email was a follow up inquiry regarding the invasive survey procedures and entry permit renewal. Please contact Dwayne Ozenne of our Property Management Team, telephone (213) 217-6671, regarding the processing of the permit.

As stated in our letter dated September 11, 2017, the proposed arch bridge over and adjacent to Metropolitan's Lake Mathews' main dam toe area, avoiding intrusion into dam's downstream toe embankment and diversion tunnel, is generally acceptable to Metropolitan since local topography and surface drainage paths appear to be minimized with the arch bridge option. We have reviewed the updated arch bridge design and our comments and requirements are as follows:

- a) We note that access roads have been redesigned to accommodate our Gate Nos. 20 and 21 (at your approximate Station 197+50). However, Metropolitan staff



also uses Gate No. 19 (at your approximate Station 192+00), as shown in Figures 1 and 2, copy attached. Metropolitan's uses this access to our spillway area and others facilities for regular patrol and maintenance activities. The proposed road design would unreasonably block the entrance to this gate. Therefore, the design should be modified to include this access to this gate.

- b) The proposed bridge crossing over the spillways area (at your approximate Sta. 180+00) places its north abutment on the north side of spillway channel, as shown in Figure 3. In light of the Oroville spillway situation, Metropolitan has recently been requested by DSOD to conduct a comprehensive assessment of the Lake Mathews spillway, including its hydraulic capacity and the erodibility of the downstream unlined portion under the PMF event. Hence, depending on the assessment's conclusions, Metropolitan may have to modify, enlarge or improve the downstream portion of unlined spillway, which lines underneath the proposed bridge. As such, Metropolitan recommends redesign and relocate the north bridge abutment further north.
- c) We note access roads have been redesigned to accommodate our access to our weir instruments (at your approximate Sta. 149+00) as shown in Figure 4 (map attached). The proposed access road leading to our existing dirt road and onto our instrument weir No. 2 appears to be adequately addressed. However, please also include an access path towards our instrument weir No. 1 (as labeled in the black arrows on the attached Figure 4) as well as connecting onto our existing access road.
- d) The surface runoff carried by the proposed road alignment has not been addressed, as discussed in Item No. D of our letter dated September 11, 2017. In general, Metropolitan requests that all surface runoffs should be collected and discharged to the west and north sides of the proposed road.
- e) We note that access road is provided on the submitted updated road alignment (on your Station 168+00) and traverses north and parallel on the west side of the proposed road alignment and subsequently crossing under the proposed bridge and onto our existing road, is conceptually acceptable to Metropolitan. However, it is unclear how this exit/entrance layout merges into traffic lanes.

In addition, we also request that access be provided to the main dam toe area, as shown on Figure 5, copy attached. This access is required for our dam and diversion tunnel inspections, as well as dam safety data collection.

- f) Please provide a detail cross-section for Station 246+00 for our information so that we can further evaluate the impact of our forebay facility (see attached Figure

Mr. Scott Staley  
Page 3  
March 15, 2018

- 6). The cross-section should include both existing and proposed grade in relation to our forebay facility.
- g) The proposed widening of the existing El Sobrante Road would affect Metropolitan's existing 12-inch line and appurtenant manholes located on the south side of the road, as shown on the attached Figures 7 and 8. Please note that our seepage line and manhole structures are not designed to accommodate traffic vehicle loads, thus, protection and adjustment in place of these lines and structures may have to be considered to accommodate the widening of El Sobrante. Enclosed for your information and use are prints of our Drawings B-12575 and B-12576.

Due to increased traffic as a result of the proposed road alignment and widening project, we request that the proposed road design should address safety concerns at Metropolitan's entrances to Lake Mathews' operational areas, located along La Sierra Avenue and El Sobrante Road. Appropriate traffic improvements, including but not limited to, traffic signals, line of sight, turning pockets and signage will need to be addressed at these locations to facilitate vehicles and large construction equipment entering and leaving Metropolitan's Lake Mathews' facility.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of this letter. Should you require any additional information, please contact Ken Chung at (213) 217-7670.

Very truly yours,



Shohreh Zareh, P.E.  
Interim Manager  
Substructures Team

KC/dl  
DOC#: 2001-11-001k

Enclosures (6)

cc: Ms. Jill Wicke

**Figures:**

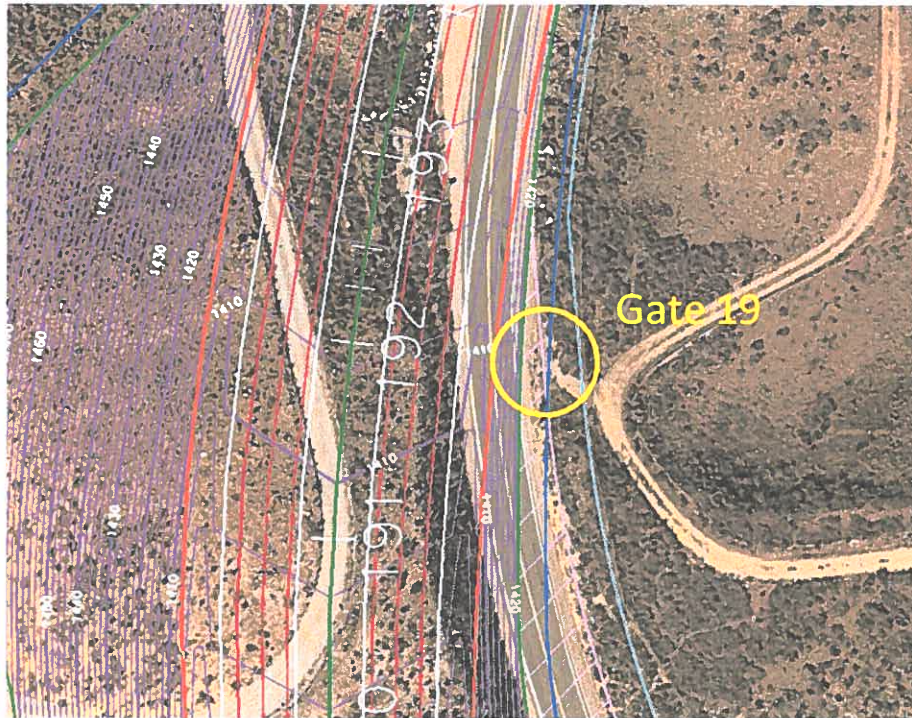


Figure 1 – Location for Access (Gate 19)



Figure 2 – Existing La Sierra Avenue Access Point (looking East)



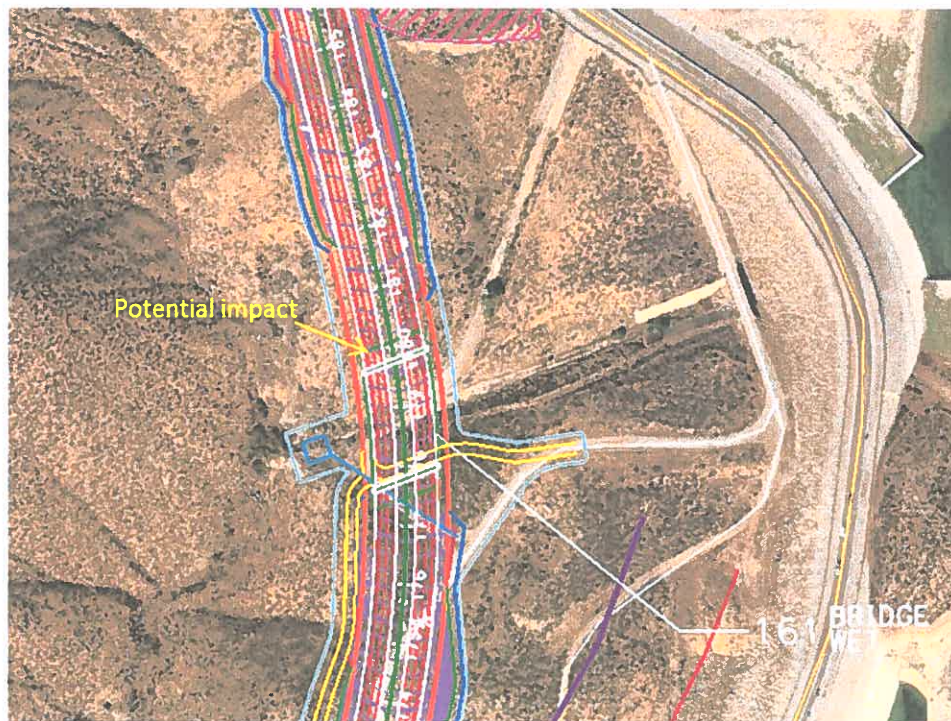


Figure 3 – Potential Impact to Bridge Abutment

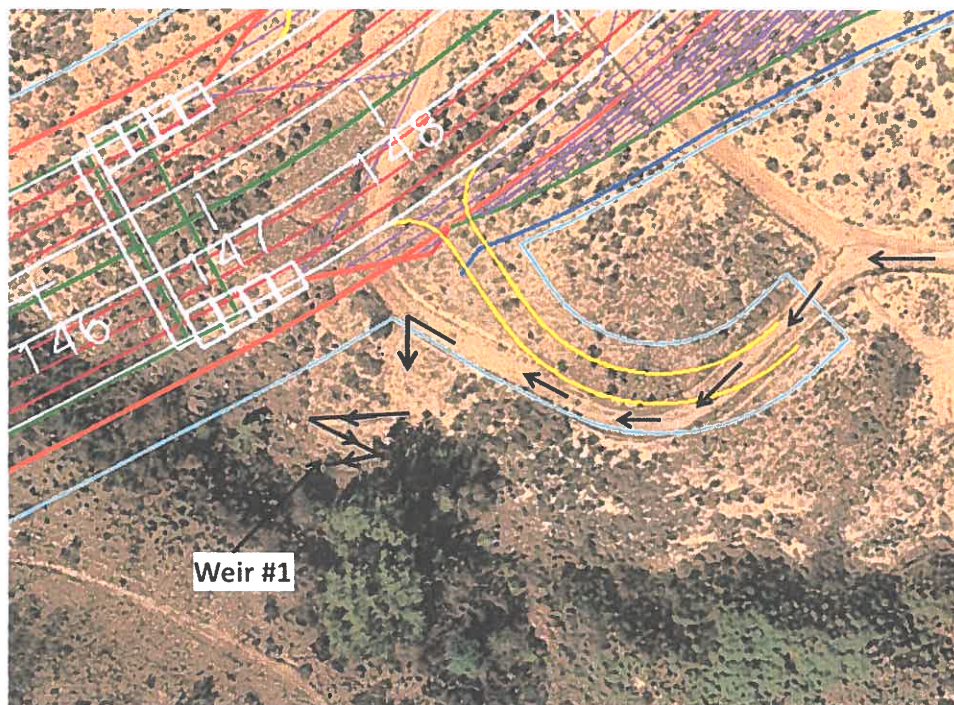


Figure 4 – Location of Blocked Access Road



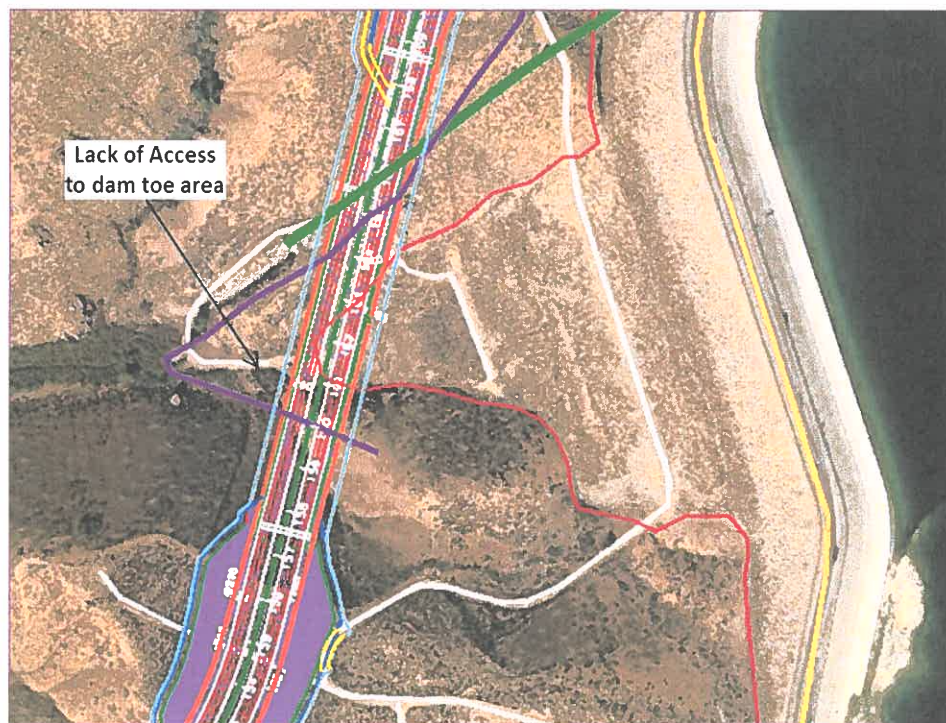


Figure 5 – Access Issue to Main Dam Toe Area

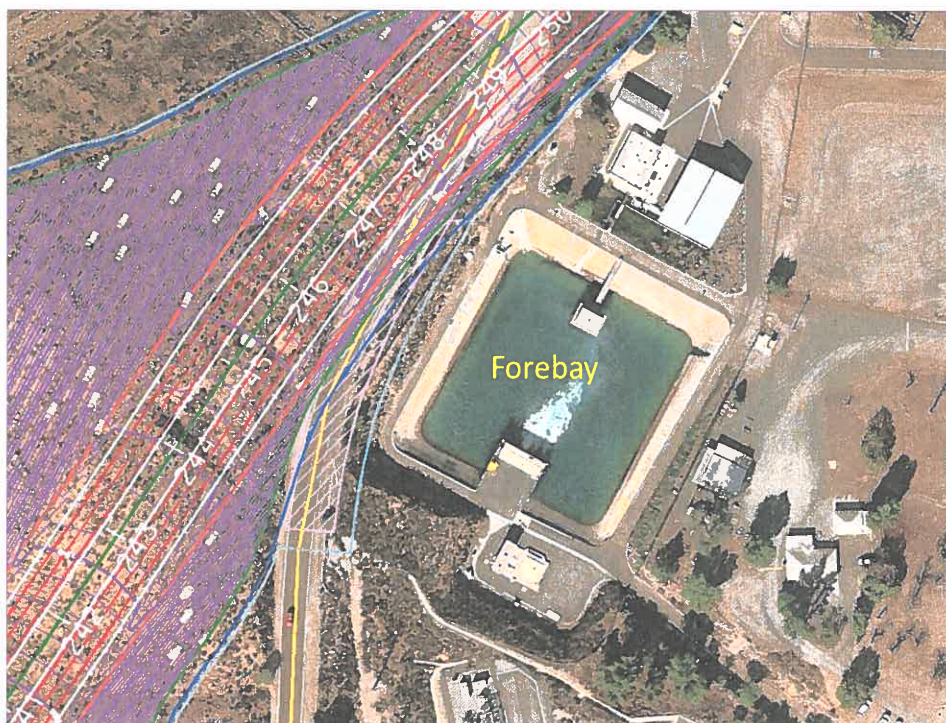


Figure 6 – Lake Mathews Forebay



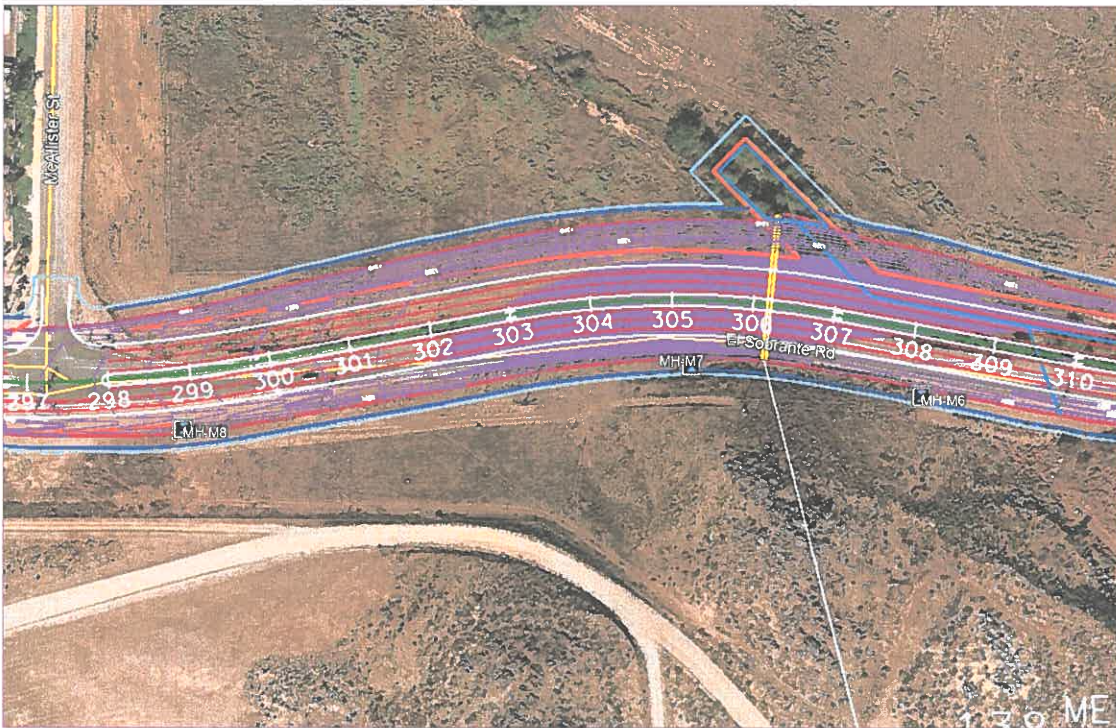
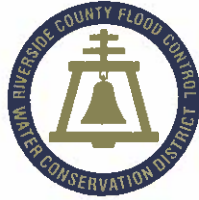


Figure 7 – Locations of Seepage Wells (M6 to M8)



Figure 8 – Locations of Seepage Wells (M9 to M11)



RIVERSIDE COUNTY FLOOD CONTROL  
AND WATER CONSERVATION DISTRICT

February 2, 2012

Ms. Mary Zambon  
Environmental Project Manager  
Riverside County  
Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

Dear Ms. Zambon:

Re: Request for Mitigation Program  
Information for Cajalco Road Widening  
and Safety Enhancement Project

This letter is written in response to the Request for Mitigation Program Information for Cajalco Road Widening and Safety Enhancement Project. The proposed project involves widening Cajalco Road from two to four lanes between Harvill Avenue to the east and Temescal Canyon Road to the west, and from four to six lanes between the Interstate 215 southbound ramps and Harvill Avenue. Other improvements include traffic signals, bus turnouts, additional turn lanes, watercourse crossings, and drainage improvements. The total length of the project is approximately 16 miles.

The Riverside County Flood Control and Water Conservation District (District) has found the following:

While the District does not own or operate any mitigation projects within the study area, the District owns, operates and maintains Boulder Springs Wood Road Storm Drain which is located along a water quality basin adjacent to Cajalco Road (southwest of the intersection of Cajalco Road and Wood Road). The basin is part of the development for Tract 29646 and is most likely owned and maintained by the Home Owners Association. The District can provide a set of plans for the basin upon request.

Any further questions concerning this letter may be referred to Andy Leung at 951.955.8582 or me at 951.955.8581.

Very truly yours,

  
KRIS FLANIGAN  
Senior Civil Engineer





City of Corona  
Public Works Department

Office: 951-739-4823  
Fax: 951-279-3627  
[Kip.Field@ci.corona.ca.us](mailto:Kip.Field@ci.corona.ca.us)

P. O. Box 940, Corona, CA 92879-0940  
City Hall Online All The Time – <http://www.discovercorona.com>

April 2, 2012

Ms. Mary Zambon  
Riverside County Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

**RE: Request for Information Concerning Existing Mitigation Lands within Study Area for Proposed Cajalco Road Widening and Safety Improvement Project**

Ms. Zambon:

This letter is submitted in response to a letter sent by ICF on behalf of the County of Riverside dated January 26, 2012 requesting information on any existing mitigation lands that may occur within the study area for the County's proposed Cajalco Road Widening and Safety Improvement Project (project). The City of Corona carefully reviewed the design alternatives in the provided figures and has surmised that mitigation areas within City boundaries of the project consist of sites that were created as a result of the Dos Lagos development by SE Corporation. As part of the 401 Water Quality Certification process, the Regional Water Quality Control Board mandated creation of these mitigation areas through Order No. R8-2003-0015. Responsibilities for ongoing monitoring and reporting required to satisfy this Order have since been transferred to TFA, LLC.

Details of the mitigation sites were provided in the Regional Board's letter to you dated March 30, 2012 in response for this same request. This letter also describes a drop inlet configured with a filter that was accepted from SE Corporation and is maintained by the City of Corona to satisfy one of the mitigation measures of the 401 Certification for the Bedford Canyon Bridge project. We have attached a figure showing the location of this inlet on the south side of Cajalco Road, east of the intersection with Temescal Canyon Road. The inlet is located within City right of way and any relocation or reconstruction as anticipated by the County's project would require City approval as well as notification to the Regional Board.



We look forward to working with the County of Riverside on this project. If you have any questions, please contact Ms. Maria E. Perez at (951) 736-2447.

Sincerely,

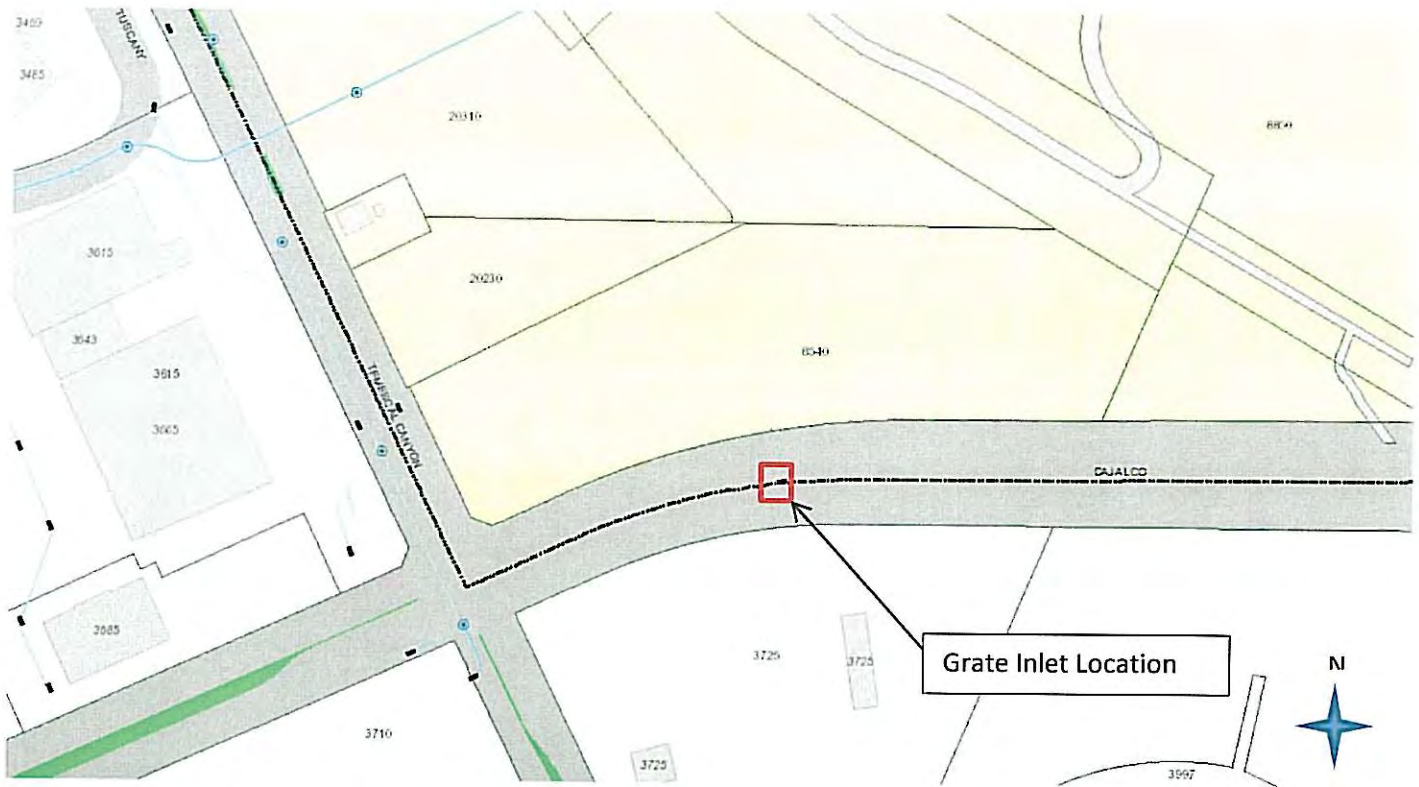


7/11/11  
Kip D. Field  
Public Works Director

Enclosure

Cc: Tricia Campbell and Keturah Anderson – ICF  
Nelson D. Nelson, Assistant Public Works Director  
Terri Manuel, Planning Manager  
Michele Hindersinn, Associate Engineer  
Yolanda Macalalad, Senior Associate Engineer

Figure 1- City of Corona Grate Inlet with Filter



Grate Inlet- Looking West on Cajalco Rd.

**From:** [Campbell, Patricia](#)  
**To:** [Zambon, Mary](#); [Staley, Scott](#); [Calvert, Brian](#); [Anderson, Keturah](#)  
**Subject:** Cajalco Road - Existing Mitigation  
**Date:** Monday, February 13, 2012 9:53:00 AM  
**Attachments:** [Veronica Chan.vcf](#)

---

Hello All:

I just received a phone call from Veronica Chan from Army Corps asking what specific type of information we are looking for in terms of existing mitigation efforts w/in the project study area. She will be the Corps contact. She indicated they were having computer problems and that it would take some time for her to provide us the mitigation information we are looking for. She wanted to make sure that we were not looking for existing mitigation so that we could use that for our mitigation. I clarified that we were not looking to use the existing mitigation but if feasible to avoid impacting it and if impacted, we understood additional mitigation would be required.



I have attached her contact information for future reference.

Fondly,  
Tricia

---

Tricia A. Campbell | Senior Biologist | 909.717.9602 (cell) | [tcampbell@icfi.com](mailto:tcampbell@icfi.com) | [icfi.com](http://icfi.com)

ICF INTERNATIONAL | 42145 Lyndie Lane, Suite 200, Temecula, CA 92591 | 951.506.4038 (phone) 951.506.4138 (Fax)



Please consider the environment before printing this e-mail.



## **Santa Ana Regional Water Quality Control Board**

March 30, 2012

Mary Zambon  
Riverside County Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

### **RCTD REQUEST FOR MITIGATION PROGRAM INFORMATION, CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT PROJECT - RIVERSIDE COUNTY TRANSPORTATION DEPT.**

Dear Ms. Zambon:

Staff of the California Regional Water Quality Control Board, Santa Ana Region (Regional Board) is replying to your January 26, 2012 letter ("letter") requesting information on any "existing mitigation lands" located within the study area of the proposed widening of Cajalco Road (Project) between Temescal Canyon Road and Interstate 215 (I-215).

The letter provided a summary<sup>1</sup> discussing the Project's route Alternatives 1 and 2, as well as varying widths proposed for the safety enhancement of the 16-mile, largely two-lane road. We appreciate the opportunity to provide the Riverside County Transportation Department (RCTD) with the following information:

#### **Temescal Canyon Road to Temescal Canyon Wash (Cajalco Road Bridge)**

The letter anticipates that the segment between Temescal Canyon Road and Temescal Canyon Wash, including the Cajalco Road Bridge over Temescal Wash, will be widened from two lanes to as many as five lanes.

1. **SE Corp. Dos Lagos Project Cajalco Road Drop Inlet** - Located approximately halfway along this segment and immediately south of Cajalco Road, is a grated drop inlet and filter that discharges localized runoff to Temescal Canyon Wash. This inlet was dedicated by the SE Corporation to the City of Corona as a mitigation measure and structural Best Management Practice (BMP) for the Regional Board's Clean Water Act (CWA) Section 401 Certification<sup>2</sup> (Certification) of the Temescal Canyon Road crossing over Bedford Canyon Wash. The BMP was intended to receive and treat stormwater flowing from the northeastern flank of that crossing, and it has been accepted and maintained by the City of Corona (City). If and when new construction revises the BMP, Regional Board staff will consider the Certification's requirement completed, and maintenance responsibility for this BMP concluded.
2. **TFA, LLC Mitigation Sites adjacent to Cajalco Road Bridge** - Where Bedford Canyon Wash enters Temescal Canyon Wash southwest of the Cajalco Road Bridge, approximately two of six

<sup>1</sup> We have also reviewed the same, printed maps from the Project's recent Notice of Preparation for a Draft Environmental Impact Report, SCH# 2011091015.

<sup>2</sup> Regional Board Certification File No. 332000-05.



mitigation sites may be impacted by road/bridge widening activities. These sites, located within a five-acre parcel bordering the Cajalco Road Bridge, were created in compliance with the Certification (referenced above) and with Regional Board Order No. R8-2003-0015, Waste Discharge Requirements for the SE Corp.'s Dos Lagos Project.

The two referenced sites consist of areas of native vegetation planting and exotic vegetation removal. The entire five-acre parcel is expected to be transferred from current owner, TFA, LLC., to the Riverside Corona Resource Conservation District (RCRCD) later in 2012. We have notified those parties that if this transfer occurs, then our mitigation requirements in the Certification and Order will be considered completed (a copy of our February 29, 2012 letter to TFA, LLC has been forwarded to you).

3. Permitting for Cajalco Road Bridge Widening, Other Impacts to Water Bodies - New mitigation sites are anticipated to be needed for Project impacts to waters of the U.S. or waters of the state along either route alternative. Mitigation sites for these impacts may be found in the vicinity of Temescal Creek and Cajalco Road.

Where the Project will have dredge and fill discharges to delineated waters of the U.S., an application for Certification will need to be submitted to the Regional Board concurrently with an application to the U.S. Army Corps of Engineers (USACE) for a CWA Section 404 Permit. The proposed encroachment on Temescal Canyon Wash from the widening of the Cajalco Road Bridge will likely be regulated under a Certification issued by the Regional Board, among other agency approvals and permits.

All Certification applications must demonstrate compliance with CEQA and include a mitigation plan for impacts to water quality standards (water quality objectives and beneficial uses listed in the Basin Plan<sup>3</sup>). For impacted drainages where the USACE does not have jurisdiction, a Report of Waste Discharge and mitigation plan must be submitted to the Regional Board for the issuance of Waste Discharge Requirements regulating discharges of fill to waters of the state.

### **Temescal Canyon Wash to Harvill Avenue/ I-215**

The January 26, 2012 letter anticipates that the Project segment between Temescal Canyon Wash and Harvill Avenue would be widened from two lanes to four lanes, and, from Harvill Avenue to the I-215, from four to six lanes.

Alternative 1 would generally overlies the existing Cajalco Road route, with potential impacts to natural drainages both west of Harley John Road and west of Alexander Street.

The proposed Alternative 2 route turns sharply to the south, then extends east to join Alternative 1 west of Lake Mathews Drive. The Regional Board is not regulating any mitigation sites along Alternative 2. However, Alternative 2 appears to cross approximately 15 ravines and other natural drainages in the open space of the western Gavilan Plateau, and potentially impact more waters of the state and of the U.S. than Alternative 1 through the discharge of fill or stormwater runoff. Further, Alternative 2 may impact more Basin Plan listed beneficial uses such as wildlife habitat (movement through riparian corridors). Therefore, Regional Board staff prefers the implementation of Alternative 1.

East of the junction of the two alternatives, the Regional Board has required mitigation at a complex of sites along the route:

<sup>3</sup> Water Quality Control Plan for the Santa Ana River Basin, 1995, as amended.

4. Mitigation Sites for Certifications of Boulder Heights<sup>4</sup> and Hilltop Ranch<sup>5</sup> – A complex of mitigation sites has been established immediately south of Cajalco Road, near its intersection with Wood Street, under the CWA 401 Certification for the Boulder Heights (aka Boulder Springs) housing development (K. Hovnanian Homes), and for the Hilltop Ranch development (Troxler Group and K. Hovnanian Homes). These mitigation sites have been required by USACE, Regional Board, and California Department of Fish and Game (CDFG). We have enclosed copies of diagrams indicating locations for two designated Areas:

Area A - Southwest of the intersection of Cajalco Road and Wood Road, the approximately 3.50-acre "Area A" consists of two in-line water-quality basins that treat runoff from the Boulder Heights development through phytoremediation. The primary basin is considered to be a forebay for settling sediment and trapping debris. The secondary vegetated basin is considered by RCRCD's Arlee Montalvo to be a "wetland creation" project. The diagram indicates that the edge of these basins is 67 feet from the centerline of the existing Cajalco Road, but does not reflect the included vegetated buffer recently completed on the former dirt road between Cajalco Road and the basins. The road restoration surrounds the basins.

Under the Certification for the Hilltop Ranch development (also Area A), the above-referenced treated discharges from the secondary basin overflow to approximately 2.00 acres of parallel "finger wetlands" ("created wetlands") that in turn discharge to Cajalco Wash. The Area A sites have been managed by RCRCD.

Area B – Southwest of the intersection of Cajalco Road and Dreamglo Lane (east of Area A) is a 4.45-acre portion of Cajalco Wash and its floodplain, in which a rare alkali meadow has been recently recognized. Originally, creation of "modified scrub vegetation habitat" was prescribed for this site by the Boulder Heights Certification, but RCRCD, with the concurrence of Regional Board, CDFG and USACE, recently shifted this goal to the "restoration and enhancement" of alkali meadow species (Arlee Montalvo, RCRCD).

If you have any questions, please contact Glenn Robertson at (951) 782-3259, or [grobertson@waterboards.ca.gov](mailto:grobertson@waterboards.ca.gov), or me at (951) 782-3234, or [madelson@waterboards.ca.gov](mailto:madelson@waterboards.ca.gov).

Sincerely,



Mark G. Adelson, Chief  
Regional Planning Programs Section

Enclosures (2 diagrams of Boulder Heights mitigation sites)

Cc w/encl: City of Corona Public Works Dept. - Michele Hindersinn ([micheleh@ci.corona.ca.us](mailto:micheleh@ci.corona.ca.us))  
Riverside Corona Resource Conservation District, Riverside - Arlee Montalvo  
U.S. Army Corps of Engineers, Prado Dam - Jim Mace  
ICF Consultants, Keturah Anderson and Trica Campbell ([tcampbell@icfi.com](mailto:tcampbell@icfi.com))  
TFA, LLC, Corona - Christine Goeyvaerts

X:\Groberts on Magnolia\Data\CEQA\CEQA Responses\ NOP - DEIR - County of Riverside Transportation Dept. - Cajalco Road Widening- Mitigation Sites Request.doc

<sup>4</sup> Regional Board Certification File No. 332002-32

<sup>5</sup> Regional Board Certification File No. 332002-02

SCALE: 1" = 120'

# EXHIBIT MITIGATION REQUIREMENTS

SHEET 1 OF 1 SHEETS

IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA  
LOCATED IN THE NORTHEAST 1/4 OF THE  
SOUTHEAST 1/4 OF SECTION 7, T.4S., R.4W., S.B.M.

CENTERLINE INTERSECTION  
OF CAJALCO ROAD AND  
WOOD ROAD BEING THE E1/4  
CORNER SEC. 7, T.4S., R.4W.

CAJALCO ROAD

WOOD  
ROAD

INST. 2005-0442859  
6-3-2005

WATER QUALITY BASINS AND SLOPES

HILLTOP RANCH WETLANDS "AC"

EAST LINE OF  
SECTION 7

7 7/8  
17 16

— HILLTOP RANCH WETLANDS  
— WATER QUALITY BASINS AND SLOPES



AREA A, Boulder Heights

(2)



Legend

Bo	On	Ca	Re	Po	Po	On	Na

AREA B, Boulder Heights





# City of Hemet

445 E. FLORIDA AVE • HEMET, CALIFORNIA 92543 • (951) 765-2301

From the Office  
of the  
**INTERIM CITY MANAGER**  
Ronald E. Bradley

January 10, 2013

**Mr. Juan Perez, P.E.**  
Director of Transportation  
County of Riverside Transportation Department  
4080 Lemon St, 8<sup>th</sup> Floor  
Riverside, CA 92501

**Subject: Cajalco Road Widening Project**

Dear Mr. Perez:

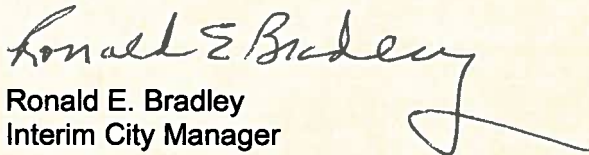
The City of Hemet strongly supports the widening of Cajalco Road, from I-15 to I-215, as a vital transportation project in the County.

The improvement of this section of the road is a major step, along with Mid County Parkway, to provide significant economic benefits to the Hemet-San Jacinto Valley by enhancing future access to industrial and commercial developments.

This project is also critical to increase the capacity and safety of this important segment of the road linking two of the most essential interstate roads.

The City of Hemet appreciates this opportunity to express our support for this critical enterprise, and looks forward to working with Caltrans and the County to bring this project to completion.

Sincerely,

  
Ronald E. Bradley  
Interim City Manager

cc: City Council Members



# COUNTY OF RIVERSIDE TRANSPORTATION AND LAND MANAGEMENT AGENCY



*Juan C. Perez, P.E., T.E.  
Director of Transportation*

## Transportation Department

January 8, 2013

Laurie Dobson Correa  
Director of Reserve Management & Monitoring  
Western Riverside County Regional Conservation Authority  
3403 10th Street, Suite 320  
Riverside, CA 92501-3627

### **RE: RCA Counsel Opinion Letter - Cajalco Road Widening & Safety Enhancement Project**

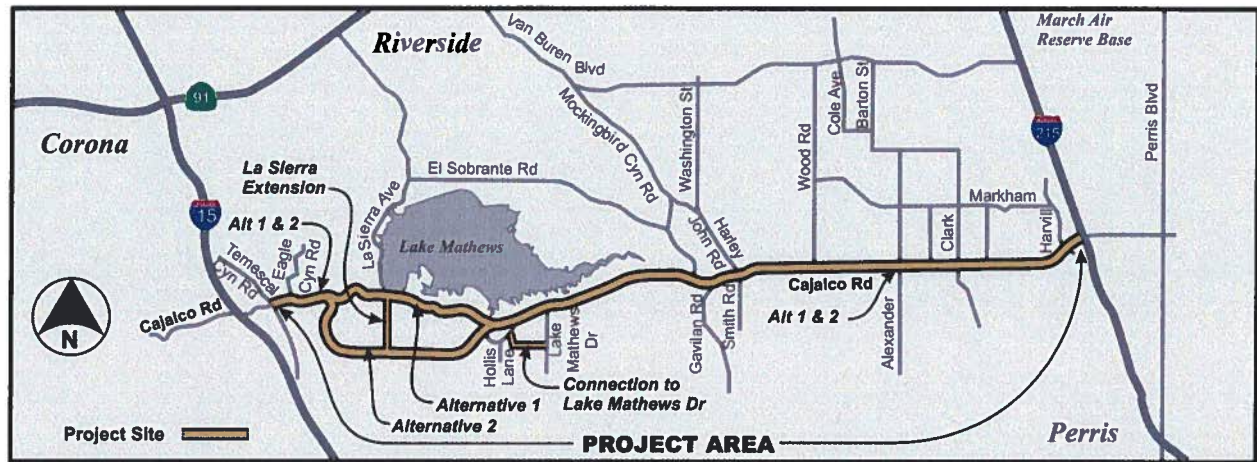
Dear Ms. Correa:

The Riverside County Transportation Department is submitting this letter of request for the Regional Conservation Authority to provide a Counsel opinion letter to the County. We request that the letter indicate what section of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) the Cajalco Road Widening & Safety Enhancement Project would comply with and receive coverage under, Section 7.2.2 or Section 7.2.3.

We understand from meetings with the RCA (that included the resource agencies) that the Cajalco Road Widening & Safety Enhancement Project is to receive coverage under Section 7.2.2 of the MSHCP and not Section 7.2.3; and furthermore, that requirements presented in Section 7.2.3 of the MSHCP do not apply to the Cajalco Road Widening & Safety Enhancement Project. Due to the importance of this project to the County, we request that we receive an RCA Counsel opinion letter for our project records. Following is a summary of the proposed project.

The County proposes to widen Cajalco Road from two to four lanes between Harvill Avenue at the east end and Temescal Canyon Road at the west end, from four to five lanes between Temescal Wash and Temescal Canyon Road, and from four to six lanes between the Interstate 215 (I-215) southbound ramps and Harvill Avenue. Two build alternatives are being considered and will be evaluated. Build Alternative 1 would widen existing Cajalco Road with minor alignment changes between I-215 and Temescal Canyon Road. Build Alternative 2 would widen existing Cajalco Road between I-215 and Hollis Lane and between east of Eagle Canyon Road and Temescal Canyon Road, would construct a new segment of Cajalco Road between Hollis Lane and east of Eagle Canyon Road, and would include a southerly extension of La Sierra Avenue (refer to Figure 1, below).

**Figure 1. Proposed Cajalco Road Widening and Safety Enhancement Project**



If you have questions please contact me at [mzambon@rctlma.org](mailto:mzambon@rctlma.org) or (951) 955-6759.

Sincerely,

*Mary Zambon*

Mary Zambon, Senior Transportation Planner

Indian Wells  
(760) 568-2611

Irvine  
(949) 263-2600

Los Angeles  
(213) 617-8100

Ontario  
(909) 989-8584



**BEST BEST & KRIEGER**  
ATTORNEYS AT LAW

3390 University Avenue, 5th Floor, P.O. Box 1028, Riverside, CA 92502  
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San Diego  
(619) 525-1300

Walnut Creek  
(925) 977-3300

Washington, DC  
(202) 785-0600

**Michelle Ouellette**  
(951) 826-8373  
[michelle.ouellette@bbklaw.com](mailto:michelle.ouellette@bbklaw.com)  
File No. 26493.00003

March 18, 2013

Mary Zambon, Senior Transportation Planner  
Transportation and Land Management Agency  
County of Riverside  
3525 14th Street  
Riverside, CA 92501

**Re: Cajalco Road Widening & Safety Enhancement Project**

Dear Ms. Zambon:

This letter responds to your January 8, 2013 correspondence to the Western Riverside County Regional Conservation Authority ("RCA") requesting an opinion regarding Riverside County's Cajalco Road Widening & Safety Enhancement Project (the "Project"). Also, this letter supersedes our previous letter to you on the same subject dated February 21, 2013.

Specifically, you have asked the RCA for a legal opinion regarding what section of the Western Riverside County Multiple Species Habitat Conservation Plan ("MSHCP") provides take coverage for the Project. The Project is a proposed improvement to Cajalco Road and is being undertaken as a part of Riverside County's implementation of its General Plan.

As cited in your letter, there are two possible sections within Chapter 7, "*Covered Activities/Allowable Uses*," of the MSHCP that reference improvements to Cajalco Road. First, Section 7.2.2 discusses "Circulation Element Roads." This section provides take coverage for improvements to circulation element roads proposed within existing Public/Quasi Public Lands. This section specifically provides for improvements to Cajalco Road.

Section 7.2.3 entitled "Cajalco Road Realignment and Widening" is the second section that references improvements to Cajalco Road. This section applies to a specific alternate route of the CETAP<sup>1</sup> Corridor named the Mid County Parkway that, at the time the MSHCP was adopted, was being studied by the Riverside County Transportation Commission ("RCTC").

These two sections refer to two different projects. As mentioned earlier, section 7.2.3 was originally designed to apply to the CETAP Corridor that is being implemented by RCTC. Since the MSHCP was adopted in 2003, there have been a number of changes in circumstances. Originally, RCTC proposed the Mid County Parkway as a 32-mile corridor stretching from San Jacinto through Perris to Corona. Due to both community concerns and funding decreases,

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<sup>1</sup> CETAP stands for "Community and Environmental Transportation Acceptability Process." It is the part of the RCIP, or Riverside County Integrated Project, that is looking at where to locate possible major new multimodal transportation facilities to serve the current and future transportation needs of western Riverside County.  
26493.00003\7812940.6





**BEST BEST & KRIEGER LLP**  
ATTORNEYS AT LAW

Mary Zambon, Senior Transportation Planner  
Transportation and Land Management Agency  
County of Riverside  
March 18, 2013  
Page 2

RCTC narrowed the scope of the project to focus on the more immediate transportation needs of the County which resulted in the current Mid County Parkway proposal of 16 miles between San Jacinto and Perris.<sup>2</sup>

In the meantime, other types of road improvement projects implemented pursuant to Riverside County's General Plan receive take coverage through Section 7.2.2 of the MSHCP. The Project described in your letter involves an improvement to a circulation element road. The Project involves the widening of Cajalco Road from two to four lanes between Harvill Avenue at the east end and Temescal Canyon Road at the west end. The Project would also increase the number of lanes between Temescal Wash and Temescal Canyon Road from four to five lanes, and increase the number of lanes between Interstate 215 and Harvill Avenue from four to six lanes. Additionally, the County is evaluating two alternative routes for the stretch of road approximately between Hollis Lane and Eagle Canyon Road. Finally, the County is evaluating an alternative route using El Sobrante Road that would traverse to the north side of Lake Mathews. El Sobrante Road is also considered a Covered Activity under Section 7.2.2. Since this Project is an improvement to a circulation element road, and is contemplated by the plain language of Section 7.2.2, we agree that this Project would receive "take" coverage under Section 7.2.2 of the MSHCP.

RCA staff has discussed the Project with staff from the United States Fish and Wildlife Service (the "Service"), the agency which issued the Section 10(a)(1) Incidental Take Permit for the MSHCP in June 2004. Staff at the Service also agree that the Project falls within the coverage of Section 7.2.2 of the MSHCP.

Let me know if you have any further questions you wish to discuss.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michelle Ouellette', written in a cursive style.

Michelle Ouellette  
of BEST BEST & KRIEGER LLP

cc: Laurie Correa, RCA Director of Reserve Management and Monitoring

---

<sup>2</sup> [http://midcountyparkway.org/uploads/MCP\\_NL\\_Jan\\_2013.pdf](http://midcountyparkway.org/uploads/MCP_NL_Jan_2013.pdf) last accessed on Wednesday, February 06, 2013.  
26493.00003\7812940.6

**From:** [Cleary-Rose, Karin](#)  
**To:** [Pert, Heather@Wildlife](mailto:Heather.Pert@Wildlife)  
**Cc:** [Campbell, Tricia](#); [Flores, Marisa](#); [Hickman, James](#); [Mary Zambon \(mzambon@RCTLMA.org\)](mailto:Mary.Zambon@RCTLMA.org); [Anderson, Keturah](#)  
**Subject:** Re: Cajalco Road Widening - Modified LBV Survey Protocol Request  
**Date:** Friday, June 27, 2014 12:59:25 PM

---

Hello all,

I agree w/ Heather, shorten the interval between surveys.

Karin

Karin Cleary-Rose  
Inland Division Chief  
U.S. Fish and Wildlife Service  
777 East Tahquitz Canyon Way, Suite 208  
Palm Springs, CA 92220  
(760) 322 2070 ext 206

On Thu, Jun 26, 2014 at 9:34 AM, Pert, Heather@Wildlife <[Heather.Pert@wildlife.ca.gov](mailto:Heather.Pert@wildlife.ca.gov)> wrote:

Hi Tricia,

This is a very late start for the surveys. My recommendation would be to shorten the survey interval, Option 2. However, I need Karin to provide comments as well.

I will be out of town the next week.

Best,

Heather

---

**From:** Campbell, Tricia [mailto:[patricia.campbell@icfi.com](mailto:patricia.campbell@icfi.com)]

**Sent:** Wednesday, June 25, 2014 4:17 PM

**To:** Karin Cleary-Rose ([karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)); Pert, Heather@Wildlife

**Cc:** Flores, Marisa; Hickman, James; Mary Zambon (mzambon@RCTLMA.org); Anderson, Keturah

**Subject:** RE: Cajalco Road Widening - Modified LBV Survey Protocol Request

**Importance:** High

Hi Karin/Heather:

Any concerns with what we have proposed? I know you are swamped but want to be sure we have your concurrence with the validity of a modified approach and that we follow the one you would rather have.

Fondly,

T

**\*\*NOTE: NEW CONTACT INFO\*\***

**Tricia Campbell** | Fellow Technical Director/Biologist | +1 951 972.2179 | [tricia.campbell@icfi.com](mailto:tricia.campbell@icfi.com) | **ICF INTERNATIONAL** | 3550 Vine Street, Suite 100, Riverside, CA 92507 USA

---

**From:** Campbell, Tricia

**Sent:** Wednesday, June 18, 2014 9:30 AM

**To:** Karin Cleary-Rose ([karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)); Heather Pert ([Heather.Pert@wildlife.ca.gov](mailto:Heather.Pert@wildlife.ca.gov))

**Cc:** Flores, Marisa; Hickman, James; Mary Zambon ([mzambon@RCTLMA.org](mailto:mzambon@RCTLMA.org)); Keturah Anderson ([Keturah.Anderson@icfi.com](mailto:Keturah.Anderson@icfi.com))

**Subject:** Cajalco Road Widening - Modified LBV Survey Protocol Request

Hi Heather/Karin:

We are conducting a focused survey for least Bell's vireo on additional lands (alternatives 3 & 4) for the Cajalco Road Widening and Safety Enhancement Project in Riverside County, California. Due to the timing of obtaining access and funding, the start of the least Bell's vireo survey was delayed such that we will not be able to conduct the eight survey visits by July 31, if conducted ten days apart. We are requesting concurrence to make one of the following alterations to the survey methods:

1. **Extend the date for the final survey to August 9, 2014;** or
2. **Reduce the number of days between surveys to eight.** Under this scenario, the surveys could be completed by July 31.

Please reply with your concurrence of one or both of the above proposed alterations.

Fondly,

Tricia

**\*\*NOTE NEW CONTACT INFORMATION\*\***

**TRICIA CAMPBELL** | Fellow Technical Director | +1.951.683.2356 | +1.951.972.2179  
mobile | [tricia.campbell@icfi.com](mailto:tricia.campbell@icfi.com) | [icfi.com](http://icfi.com)

**ICF INTERNATIONAL** | 3550 Vine Street, Suite 100, Riverside, CA 92507 USA

Connect with us on [social media](#).





**Date / Time:** January 15, 2016 at about 12:00 pm

## Report of Conversation

<input type="checkbox"/> Telephone		<input checked="" type="checkbox"/> Meeting	<b>Client/Project:</b> <u>RCTD / Cajalco 918.10</u>
<input type="checkbox"/> I	<input type="checkbox"/> He	<input type="checkbox"/> She	<b>Person spoken to:</b> <u>Laurie Correa</u>
			<b>Title:</b> <u>Director of Reserve Management and Monitoring</u>
<input type="checkbox"/> called	<input type="checkbox"/> returned call		<b>Affiliation:</b> <u>Regional Conservation Authority</u>
			<b>Phone #:</b> <u>(951) 955-8805</u>

**Report Prepared by:** Tricia Campbell (Glenn Lukos Associates)

**Primary Subject:** Chebir Property – Assessor Parcel Number 278-210-22

**Discussion:** Tricia Campbell and Laurie Correa discussed the existing status of the above mentioned parcel as to whether it is described for potential conservation in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Prior to this conversation, an email thread occurred (see attached email). L. Correa reiterated to T. Campbell on January 15, 2016 that the Chebir property was not described for conservation under the MSHCP. T. Campbell asked whether, although it was not specifically called out for conservation in the cell criteria, is there potential it could be seen as strategic to assisting with the Extension of Existing Core 2. L. Correa stated there would be no potential for that and that acquisition of this property as replacement lands for the Cajalco Road project would not trigger a Criteria Refinement, regardless of how it may help the Extension of Existing Core 2. The parcel would have to be specifically described in the MSHCP to trigger a refinement.

## Tricia Campbell

---

**From:** Zambon, Mary <MZAMBON@rctlma.org>  
**Sent:** Wednesday, August 26, 2015 5:22 PM  
**To:** Tricia Campbell (tcampbell@wetlandpermitting.com)  
**Cc:** West, Zackry (Zackry.West@icfi.com); 'Anderson, Keturah'  
**Subject:** FW: Cajalco property  
**Attachments:** Chebeir - Cell Group B.pdf; Cell Group B Lake Mathews-Woodcrest.pdf

Tricia,

See Laurie's input on the Chebir property.

Thanks  
Mary

---

**From:** Correa, Laurie [mailto:LDCORREA@wrcrca.org]  
**Sent:** Wednesday, August 26, 2015 5:08 PM  
**To:** Zambon, Mary  
**Subject:** Cajalco property

Mary,  
I checked the cell criteria for APN 278-210-022 again just to be sure I had it right. The northwest 55%-65% of cell group is described. This APN is in the southeast portion of the cell group so isn't described and could be used for replacement land.

Laurie

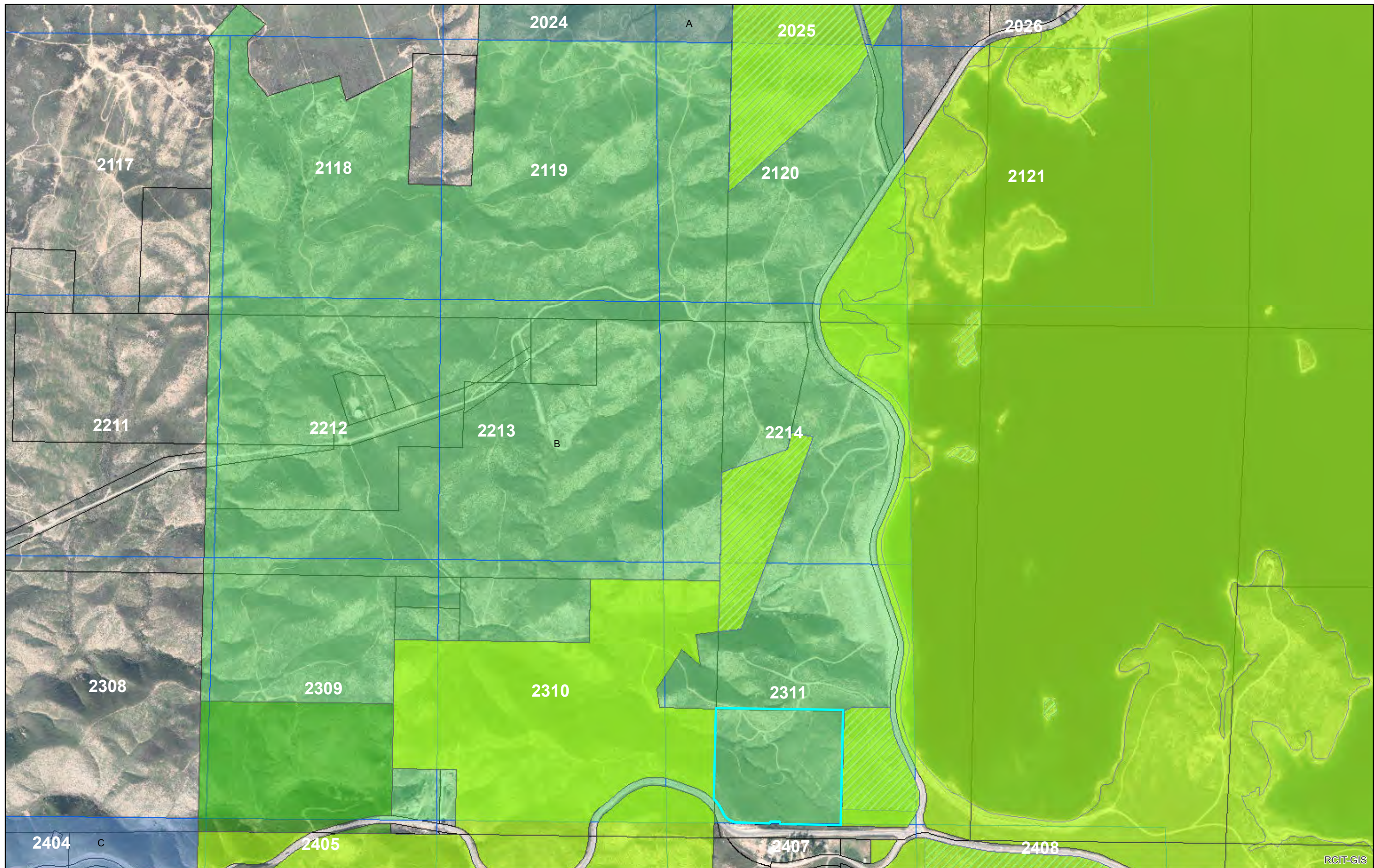
### 3.0 Conservation Planning Process/Description and Area Plan Criteria of the MSHCP Conservation Area



**TABLE 3-8. CRITERIA FOR LAKE MATHEWS/WOODCREST AREA PLAN**

SUB UNIT	CELL GROUP	QUADRAT NUMBER	USGS SECTION	QUARTER SECTION	CRITERIA
<b>SUBUNIT 1 - Lake Mathews East</b>					
1	A	2024	02	NE	Conservation within this Cell Group will contribute to assembly of Proposed Extension of Existing Core 2. Conservation within this Cell Group will focus on coastal sage scrub and grassland habitat. Areas conserved within this Cell Group will be connected to coastal sage scrub and grassland habitat proposed for conservation in Cell Group B to the south. Conservation within this Cell Group will range from 45%-55% of the Cell Group focusing in the western portion of the Cell Group.
1	A	2025	01	NW	
1	B	2117	03	SE	Conservation within this Cell Group will contribute to assembly of Proposed Extension of Existing Core 2. Conservation within this Cell Group will focus on coastal sage scrub, grassland, riparian scrub, woodland and forest habitat. Areas conserved within this Cell Group will be connected to coastal sage scrub and grassland habitat proposed for conservation in Cell Group A to the north, in Cell #2121 to the east and in Cell #2117 in the Temescal Canyon Area Plan to the west, to coastal sage scrub habitat proposed for conservation in Cell #2407 to the south and in Cell #2308 in the Temescal Canyon Area Plan to the west, and to coastal sage scrub, grassland, riparian scrub, woodland and forest habitat proposed for conservation in Cell #2405 to the south and in Cell #2211 in the Temescal Canyon Area Plan to the west. Conservation within this Cell Group will range from 55%-65% of the Cell Group focusing in the northwestern portion of the Cell Group.
1	B	2118	02	SW	
1	B	2119	02	SE	
1	B	2120	01	SW	
1	B	2211	10	NE	
1	B	2212	11	NW	
1	B	2213	11	NE	
1	B	2214	12	NW	
1	B	2308	10	SE	
1	B	2309	11	SW	
1	B	2310	11	SE	
1	B	2311	12	SW	









# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY



Patricia Romo, P.E.  
Director of Transportation

### Transportation Department

## MEMORANDUM

### MEMORANDUM

January 31, 2017

**To:** Heather Pert, CDFW; Kim Freeburn, CDFW; John Taylor, USFWS; Karin Cleary-Rose, USFWS; Laurie Correa, RCA; Wendy Worthey, Dudek/RCA

**From:** Russell Williams, Riverside County Transportation Department

**cc:** Scott Staley (Riverside County); Mary Zambon (Riverside County); Aaron Burton (California Department of Transportation); Brian Calvert (ICF); Keturah Anderson (ICF); Tricia Campbell (Glenn Lukos Associates); Zack West (Glenn Lukos Associates)

**RE:** Methodology for Determining Areas Subject to Section 1600 of the California Fish and Game Code and Western Riverside County Multiple Species Habitat Conservation Plan Riparian/Riverine Resource Jurisdiction for the Cajalco Road Widening and Safety Enhancement Project, Riverside County, California.

---

This memorandum presents the methodology the project team will be using to delineate the presence and extent of areas subject to Section 1600 et. Seq. of the California Fish and Game Code (FGC), herein referred to as Section 1600, which is administered by the California Department of Fish and Wildlife (CDFW) and regulates the modification of lakes or streambeds, plus any adjacent riparian vegetation and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP/Plan) Riparian/Riverine resources for the Cajalco Road Widening and Safety Enhancement Project (Project).

### 1.0 BACKGROUND

The project team met with CDFW, Western Riverside County Regional Conservation Authority (RCA), and United States Fish and Wildlife Service (USFWS) staff at the RCA office on August 18, 2016 to present the approach and method taken for determining areas subject to Section 1600 of the FGC and MSHCP Riparian/Riverine jurisdiction. Based on this meeting it was agreed by all parties that a field meeting was prudent. A field meeting occurred on September 8, 2016 with staff from USFWS, CDFW, RCA, and the County and their consultants attending. A selection of features was reviewed in the field. The results of the field meeting, as well as the methodology for delineating areas subject to Section 1600 of the FGC and MSHCP riparian/riverine resources, were discussed in further detail at the October 20, 2016 RCA meeting.

## **2.0 METHODOLOGY**

The following criteria were provided at the RCA meeting on August 18, 2016, were discussed in further detail at the RCA meeting on October 20, 2016, and are the criteria that will be used by the Project team to delineate areas subject to Section 1600 of the FGC and MSHCP riparian/riverine resources.

### **Investigation Methodology**

Prior to conducting field visits, aerial photographs of the study area were obtained in various scales and compared with USGS 7.5-minute Corona South, Lake Mathews, Steele Peak, and Perris topographic quadrangles to identify drainage features within the study area as indicated by vegetation types, topographic changes, or visible drainage patterns. The National Wetlands Inventory and National Hydrography Dataset data for the study area were referenced to identify any mapped features such as streams and wetlands. In addition, the 100-year floodplain mapping designated by the Federal Emergency Management Agency was examined. The study area was carefully reviewed in Google Earth in various scales and various image dates ranging from 1995 to 2016, and potentially jurisdictional features were marked on field maps for investigation. Finally, the entire study area was walked and physically examined for the presence of drainage features, even when such features were not identified using the remote detection methods described above.

Field teams were trained for the first several days of the field effort to calibrate consistency amongst the teams. The lead delineator (Zack West) regularly met with field teams to investigate challenging or problematic features to further ensure consistency amongst the data collected. In addition, the lead delineator reviewed data for the delineated features and discussed any areas that appeared to be unclear or problematic with the field teams to resolve any discrepancies or areas of mapping concern. These areas were then re-investigated if necessary and revised accordingly.

### **CDFW Section 1600**

Areas subject to Section 1600 of the FGC were considered as features that exhibited a discernable bed and bank. Areas that exhibited evidence of concentrated surface flows, but were not associated with a definable bed and bank were also considered as subject to Section 1600 of the FGC. These included areas with concentrated deposition and/or sorting or racking of sediment, concentrated drift deposits, and/or concentrated destruction of terrestrial vegetation, all resulting from a fluvial mechanism. These areas were delineated by measuring the outer width and length boundaries, consisting of the greater of either the top of bank measurement, outer extent of evidence of concentrated surface flows, or the outer extent of associated riparian or wetland vegetation. Portions of features were mapped as either riparian vegetation or unvegetated streambed. Areas were mapped as riparian vegetation based on the presence of hydrophytic emergent, annual, or perennial plant species. Areas were mapped as unvegetated streambed when vegetation consisted of xeric upland species, or was absent entirely. Width

measurements were taken at approximately 50-foot intervals, or more frequently when a substantial variation in width was detected.

Features were mapped primarily using Global Positioning Satellite (GPS) units with an external receiver, providing sub-meter accuracy. Each GPS unit was prepared specifically for the Project prior to being utilized in the field, and contained a Project-specific data dictionary, in which data forms were completed for each feature, noting the attributes of that individual feature. Features were then also mapped on paper field maps to provide backup data. Base maps utilized were generated through a combination of orthorectified aerial photographs flown specifically for the Project and topographic maps generated specifically for the Project, which consist of contours ranging from 2-foot intervals for Alternatives 1 and 2C, to 10-foot intervals for Alternative 4.

#### MSHCP Riparian/Riverine

MSHCP riparian/riverine jurisdiction applies to...

*"Natural lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year."<sup>1</sup>*

*"With the exception of wetlands created for the purpose of providing wetlands Habitat or resulting from human actions to create open waters or from the alteration of natural stream courses, areas demonstrating characteristics as described above which are artificially created are not included in these definitions."*

In addition, based on input from RCA, man-made features that drain directly into MSHCP conserved areas also meet the definition and are also considered to be MSHCP riparian/riverine resources.

MSHCP riparian/riverine resources were also mapped using the criteria and methodology described above for areas subject to Section 1600 of the FGC.

#### Proposed Culvert Locations

Several proposed culvert locations were developed by the Project engineering team based on a combination of 100-year storm event hydrograph data for drainage areas identified to coincide with the proposed Project Alternatives, along with topographic maps generated specifically for the Project, which consist of contours at 2-foot intervals. Locations of proposed culverts were specifically examined for evidence of existing concentrated surface flows. Many of these locations did not exhibit evidence of concentrated surface flows under existing conditions during the time that the investigation occurred, including areas within the 100-year flood plain that flow

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<sup>1</sup> Dudek & Associates. 2003. Western Riverside County Multiple Species Habitat Conservation Plan. Volume I, Section 6.1.2. Prepared for the Transportation and Land Management Agency, County of Riverside, California as part of the Riverside County Integrated Project. Adopted June 2003, currently available at <http://www.rcip.org/conservation.htm>.

so infrequently that evidence of concentrated surface flows is not discernable at present; therefore, some storm drains/culverts are proposed where areas subject to Section 1600 of the FGC and/or riparian/riverine jurisdiction is not present.

The Project engineering team provided confirmation that all proposed culverts that are located outside of currently mapped areas subject to Section 1600 of the FGC and/or riparian/riverine jurisdiction have been proposed for one of the following reasons: (1) to accommodate wildlife crossing, (2) to facilitate 100-year flood events under the existing condition, and/or (3) to convey storm events under the new/upgraded facility due to changed conditions.

### **3.0 CONCLUSION**

The Project team has been successfully performing delineations of areas subject to Section 1600 of the FGC for well over ten years and has been delineating MSHCP Riparian/Riverine resources since inception of the Plan. This has been demonstrated by the successful processing of Lake and Streambed Alteration Agreements and Determination of Biologically Equivalent or Superior Preservation (DBESP) documents for countless projects within the Plan area.

The Project team will be strictly following and utilizing the criteria presented in Section 2.0 of this memorandum for defining 1) areas subject to Section 1600 of the FGC; and 2) MSHCP Riparian/Riverine resources. It is our intention to follow the long established policies of CDFW and RCA to delineate consistent and reproducible results and to ensure compliance with Section 1600 of the FGC and Section 6.1.2 of the MSHCP. The County has every intention of meeting the existing written and adopted requirements as outlined in the FGC and the MSHCP as discussed above. In the absence of any other written and adopted regulations applicable to these resources, the project will follow the approach outlined in this memorandum for delineating areas subject to Section 1600 of the FGC and MSHCP Riparian/Riverine resources.

If you have any concerns, please contact me at (951) 955-2016.



---

**From:** Pert, Heather@Wildlife [mailto:Heather.Pert@wildlife.ca.gov]  
**Sent:** Wednesday, June 21, 2017 11:52 PM  
**To:** Zambon, Mary <MZAMBON@RIVCO.ORG>; Tricia Campbell (tcampbell@wetlandpermitting.com) <tcampbell@wetlandpermitting.com>  
**Cc:** Anderson, Keturah <Keturah.Anderson@icf.com>; Calvert, Brian <Brian.Calvert@icf.com>; Taylor, John <john\_m\_taylor@fws.gov>; Beck, Carly@Wildlife <Carly.Beck@wildlife.ca.gov>  
**Subject:** RE: Cajalco Rd Widening Project

Hi Mary and Tricia,

My apologies for the delay in replying, it took me awhile to find time to work on the table. Thank you for sending the table and memo. Attached is a suggested revised table (Cajalco Stream Impacts Example Table HAP 062117) and an excel version of the original example table (Example Summary Table).

My main comments on the example table are:

- 1) This is called a summary table but really this is the master table with all of the impacts. There should be summary table which condenses all of the categories into relevant categories.
- 2) The vegetation classification/categories should be consistent – the staff working on delineation must have a sense of the common vegetation categories observed in the project area such as such as southern willow scrub, Southern Cottonwood-Willow Riparian Forest, mule fat, coastal sage scrub, Riversidean sage scrub, buckwheat, non-native grassland, developed, etc. or use something well established such as the Holland Classification. I really didn't understand the need to create separate columns for mulefat, southern willow scrub, riparian, and southern cotton willow scrub when this information can be captured under the vegetation classification and it makes the table super wide with many empty cells. If there

is a need to account for these types of impacts separately a search on the veg category in the master table should easily pull this out into a summary table with these specific categories.

- 3) It wasn't clear to me why or how temporary and permanent categories could be on one row. It seems like this should be separate rows.
- 4) Scientific names don't need to be in the table
- 5) For CDFW, Ordinary high water mark (OHWM) is not relevant and does not need to be in the table.
- 6) You want to include under stream type (SNR/SRV/W) a category that captures whether it was a cement channel or not with the bottom type. Such as SNR-CC (Stream no riparian – cement channel with cement bottom) or SRV-CE (Stream riparian veg with cement channel earthen bottom). I'm not entirely decided one way or another whether this helps but that may be important to you if you want to make the case that cement channel with no vegetation have less resource value than other stream types.
- 7) If it is cement channel there should be information on whether any vegetation is present or not and what type of vegetation is there if present. Cement channels can support healthy cattails (or other vegetation) with nesting birds if water is present and depending on the substrate.
- 8) I added columns for water depth (if present), length, wetted width, width to riparian drip line, and width to top of bank. If all the field work is done and it is too onerous to add this information it does not need to be retroactively included. However, if it is available please include and if starting from scratch my preference would be to see this information captured in the spreadsheet (for future projects). The memo says linear feet will be provided but that was not in the table.

On the second tab is an example summary table that may or may not work for this project. It's provided mainly to illustrate that the summary table should be separate from the master table.

In general the memo is fine, however, depending on if the table is modified based on suggested edits given above this section may need to be updated:

"Each feature is designated a feature number and detailed descriptions of the resources by feature number will be included in the Jurisdictional Delineation Report for the Project (see attached Example Table). For example, these descriptions include the hydrologic regime (ephemeral, intermittent, or perennial), the indicators of flow observed within each feature, whether each feature is earthen or lined [couldn't this be a column that is coded with the type?], and includes any riparian, hydrophytic emergent plant species, and/or upland vegetation [describes the vegetation present in the channel according to some classification that can be associated with riverine **or wetland** [there was one impoundment classified as wetland] hydrology, observed within each feature. The Jurisdictional Delineation Report will include 200-scale mapping of each feature, collected with sub-meter accuracy Global Positioning Satellite units. The area of each feature will be calculated using Global Information System software, and will be reported in acres (to 1/100th of an acre) by classification (riparian or non-riparian) [many more categories than this were provided in the example table] and by linear feet for each feature."

I'm happy to discuss these suggested edits. Please feel free to contact me.

Thanks,  
Heather

*Heather A. Pert*

California Department of Fish and Wildlife  
Inland Deserts Region  
3602 Inland Empire Blvd  
Ontario, CA 91764-4918  
858-395-9692

---

**From:** Zambon, Mary [<mailto:MZAMBON@RIVCO.ORG>]  
**Sent:** Tuesday, June 13, 2017 7:32 AM  
**To:** Pert, Heather@Wildlife <[Heather.Pert@wildlife.ca.gov](mailto:Heather.Pert@wildlife.ca.gov)>; Tricia Campbell  
([tcampbell@wetlandpermitting.com](mailto:tcampbell@wetlandpermitting.com)) <[tcampbell@wetlandpermitting.com](mailto:tcampbell@wetlandpermitting.com)>  
**Cc:** Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>; Calvert, Brian <[Brian.Calvert@icf.com](mailto:Brian.Calvert@icf.com)>  
**Subject:** RE: Cajalco Rd Widening Project  
**Importance:** High

Hi Heather,

Do you have any further questions on the memo?

Thanks.

Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501  
951 955 6759  
[mzambon@rivco.org](mailto:mzambon@rivco.org)

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**From:** Pert, Heather@Wildlife [<mailto:Heather.Pert@wildlife.ca.gov>]  
**Sent:** Thursday, June 01, 2017 7:41 AM  
**To:** Zambon, Mary <[MZAMBON@RIVCO.ORG](mailto:MZAMBON@RIVCO.ORG)>

**Subject:** RE: Cajalco Rd Widening Project

Hi Mary,

Thanks for following up on this, I somehow missed the original email from Tricia so I appreciate your bringing it to my attention. Let me review it today and see if works. I'm heading out now for a meeting and don't have time immediately to look at it.

Thanks,  
Heather

---

**From:** Zambon, Mary [<mailto:MZAMBON@RIVCO.ORG>]

**Sent:** Thursday, June 01, 2017 6:53 AM

**To:** Tricia Campbell <[tcampbell@wetlandpermitting.com](mailto:tcampbell@wetlandpermitting.com)>; Pert, Heather@Wildlife <[Heather.Pert@wildlife.ca.gov](mailto:Heather.Pert@wildlife.ca.gov)>; Williams, Russell <[RUWILLIA@RIVCO.ORG](mailto:RUWILLIA@RIVCO.ORG)>

**Cc:** Calvert, Brian <[Brian.Calvert@icf.com](mailto:Brian.Calvert@icf.com)>; Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>; Zackry A. West <[ZWest@wetlandpermitting.com](mailto:ZWest@wetlandpermitting.com)>; Correa, Laurie <[LDCORREA@wrcra.org](mailto:LDCORREA@wrcra.org)>; Karin Cleary-Rose (<[karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)> <[karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)>; <[john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov)>; Freeburn, Kim@Wildlife <[Kim.Freeburn@wildlife.ca.gov](mailto:Kim.Freeburn@wildlife.ca.gov)>; <[wworthey@dudek.com](mailto:wworthey@dudek.com)>

**Subject:** RE: Cajalco Rd Widening Project

Hello Heather,

Did the table answer your questions?

Thanks

Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501  
951 955 6759  
[mzambon@rivco.org](mailto:mzambon@rivco.org)

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**From:** Tricia Campbell [<mailto:tcampbell@wetlandpermitting.com>]

**Sent:** Tuesday, May 23, 2017 11:07 AM

**To:** Heather.Pert <[Heather.Pert@wildlife.ca.gov](mailto:Heather.Pert@wildlife.ca.gov)>; Zambon, Mary <[MZAMBON@RIVCO.ORG](mailto:MZAMBON@RIVCO.ORG)>; Williams, Russell <[RUWILLIA@RIVCO.ORG](mailto:RUWILLIA@RIVCO.ORG)>

**Cc:** Calvert, Brian <[Brian.Calvert@icf.com](mailto:Brian.Calvert@icf.com)>; Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>; Zackry



A. West <[ZWest@wetlandpermitting.com](mailto:ZWest@wetlandpermitting.com)>; Correa, Laurie <[LDCORREA@wrcrca.org](mailto:LDCORREA@wrcrca.org)>; Karin Cleary-Rose ([karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)) <[karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)>; [john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov); Freeburn, Kim@Wildlife <[Kim.Freeburn@wildlife.ca.gov](mailto:Kim.Freeburn@wildlife.ca.gov)>; [wworthey@dudek.com](mailto:wworthey@dudek.com)

**Subject:** RE: Cajalco Rd Widening Project

Hi Heather:


The attached is the sample table that was to be included with our last submittal. Hopefully this provides the clarification you were looking for.

Thanks,

T



**Tricia Campbell** | Principal/Senior Biologist | Glenn Lukos Associates, Inc.  
29 Orchard, Lake Forest, California 92630  
949.837.0404 x17 | 949.837.5834 fax | 951.972. 2179 cell |  
[tcampbell@wetlandpermitting.com](mailto:tcampbell@wetlandpermitting.com)

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---

**From:** Pert, Heather@Wildlife [<mailto:Heather.Pert@wildlife.ca.gov>]

**Sent:** Tuesday, May 23, 2017 8:35 AM

**To:** Zambon, Mary <[MZAMBON@RIVCO.ORG](mailto:MZAMBON@RIVCO.ORG)>; Williams, Russell ([RUWILLIA@RIVCO.ORG](mailto:RUWILLIA@RIVCO.ORG)) <[RUWILLIA@RIVCO.ORG](mailto:RUWILLIA@RIVCO.ORG)>

**Cc:** Calvert, Brian <[Brian.Calvert@icf.com](mailto:Brian.Calvert@icf.com)>; Tricia Campbell <[tcampbell@wetlandpermitting.com](mailto:tcampbell@wetlandpermitting.com)>; Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>; Zackry A. West <[ZWest@wetlandpermitting.com](mailto:ZWest@wetlandpermitting.com)>; Correa, Laurie <[LDCORREA@wrcrca.org](mailto:LDCORREA@wrcrca.org)>; Karin Cleary-Rose ([karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)) <[karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)>; [john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov); Freeburn, Kim@Wildlife <[Kim.Freeburn@wildlife.ca.gov](mailto:Kim.Freeburn@wildlife.ca.gov)>; [wworthey@dudek.com](mailto:wworthey@dudek.com)

**Subject:** RE: Cajalco Rd Widening Project

Hi Mary,

I looked at the changes and I have a couple of comments in the attached document. I suggest a phone call to discuss.

- 1) The use of riparian and riverine categories to summarize impacts can be problematic for the Department when evaluating the impacts for areas subject to CDFW Section 1600 jurisdiction, the riparian/riverine classification is a MSHCP terminology and not typically used describing stream resources for CDFW. Why not just label it what it is - such as ephemeral with no vegetation, or ephemeral with mulefat, etc. ? This was discussed in our initial comments – see attached word document.
- 2) The memo mentioned an attached table but I do not see that, will you send again please? That may address some of my concerns. Which are primarily being able to understand what is being identified as riverine and what is riparian.

Thanks,  
Heather

---

**From:** Pert, Heather@Wildlife

**Sent:** Monday, May 22, 2017 10:06

**To:** Zambon, Mary <[MZAMBON@RIVCO.ORG](mailto:MZAMBON@RIVCO.ORG)>; Correa, Laurie <[LDCORREA@wrcrca.org](mailto:LDCORREA@wrcrca.org)>; Karin Cleary-Rose ([karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)) <[karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)>; [john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov); Freeburn, Kim@Wildlife <[Kim.Freeburn@wildlife.ca.gov](mailto:Kim.Freeburn@wildlife.ca.gov)>; [wworthey@dudek.com](mailto:wworthey@dudek.com)

**Cc:** Calvert, Brian <[Brian.Calvert@icf.com](mailto:Brian.Calvert@icf.com)>; Tricia Campbell ([tcampbell@wetlandpermitting.com](mailto:tcampbell@wetlandpermitting.com)) <[tcampbell@wetlandpermitting.com](mailto:tcampbell@wetlandpermitting.com)>; Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>; [zwest@wetlandpermitting.com](mailto:zwest@wetlandpermitting.com); Williams, Russell <[RUWILLIA@RIVCO.ORG](mailto:RUWILLIA@RIVCO.ORG)>

**Subject:** RE: Cajalco Rd Widening Project

Thanks Mary, I've been out of the office quite a bit and so I am reviewing today and plan to send comments back this afternoon.

---

**From:** Zambon, Mary [<mailto:MZAMBON@RIVCO.ORG>]

**Sent:** Wednesday, May 17, 2017 4:16 PM

**To:** Pert, Heather@Wildlife; Correa, Laurie; Karin Cleary-Rose ([karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)); [john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov); Freeburn, Kim@Wildlife; [wworthey@dudek.com](mailto:wworthey@dudek.com)

**Cc:** Calvert, Brian; Tricia Campbell ([tcampbell@wetlandpermitting.com](mailto:tcampbell@wetlandpermitting.com)); Anderson, Keturah; [zwest@wetlandpermitting.com](mailto:zwest@wetlandpermitting.com); Williams, Russell

**Subject:** RE: Cajalco Rd Widening Project

Hello Heather,

Do you have any further comments on the revised memo?

Thanks

Mary Zambon

Senior Transportation Planner

Riverside County Transportation Department

3525 14th Street

Riverside, CA 92501

951 955 6759

[mzambon@rivco.org](mailto:mzambon@rivco.org)

*~please note my email address has been changed~*

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**From:** Pert, Heather@Wildlife [<mailto:Heather.Pert@wildlife.ca.gov>]

**Sent:** Thursday, April 27, 2017 7:56 PM

**To:** Zambon, Mary <[MZAMBON@RIVCO.ORG](mailto:MZAMBON@RIVCO.ORG)>; Correa, Laurie <[LDCORREA@wrcrca.org](mailto:LDCORREA@wrcrca.org)>; Karin Cleary-Rose ([karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)) <[karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)>; [john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov); Freeburn, Kim@Wildlife <[Kim.Freeburn@wildlife.ca.gov](mailto:Kim.Freeburn@wildlife.ca.gov)>; [wworthey@dudek.com](mailto:wworthey@dudek.com)

**Cc:** Calvert, Brian <[Brian.Calvert@icf.com](mailto:Brian.Calvert@icf.com)>; Tricia Campbell ([tcampbell@wetlandpermitting.com](mailto:tcampbell@wetlandpermitting.com)) <[tcampbell@wetlandpermitting.com](mailto:tcampbell@wetlandpermitting.com)>; Anderson, Keturah <[Keturah.Anderson@icf.com](mailto:Keturah.Anderson@icf.com)>; [zwest@wetlandpermitting.com](mailto:zwest@wetlandpermitting.com); Williams, Russell <[RUWILLIA@RIVCO.ORG](mailto:RUWILLIA@RIVCO.ORG)>  
**Subject:** RE: Cajalco Rd Widening Project

Hi Mary,

I'm heading out of town and will not be able to review this before Monday but appreciate the quick response and wanted to let you know my delay in reviewing is related to scheduling.

Thanks,  
Heather

*Heather A. Pert*, PhD Senior  
Environmental Scientist  
Inland Deserts Region  
California Department of Fish and Wildlife  
3602 Inland Empire Blvd  
Ontario, CA 91764-4918  
858-395-9692

---

**From:** Zambon, Mary [<mailto:MZAMBON@RIVCO.ORG>]  
**Sent:** Thursday, April 27, 2017 4:08 PM  
**To:** Pert, Heather@Wildlife; Correa, Laurie; Karin Cleary-Rose ([karin\\_cleary-rose@fws.gov](mailto:karin_cleary-rose@fws.gov)); [john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov); Freeburn, Kim@Wildlife; [wworthey@dudek.com](mailto:wworthey@dudek.com)  
**Cc:** Calvert, Brian; Tricia Campbell ([tcampbell@wetlandpermitting.com](mailto:tcampbell@wetlandpermitting.com)); Anderson, Keturah; [zwest@wetlandpermitting.com](mailto:zwest@wetlandpermitting.com); Williams, Russell  
**Subject:** RE: Cajalco Rd Widening Project

Hello all,

Attached is a revised memo responding to CDFW comments.  
A redline to show the changes in response to comments is attached also.

Thank you all for the input.

Mary Zambon  
Senior Transportation Planner  
Riverside County Transportation Department  
3525 14th Street  
Riverside, CA 92501  
951 955 6759  
[mzambon@rivco.org](mailto:mzambon@rivco.org)

~please note my email address has been changed~

**From:** [Anderson, Keturah](#)  
**To:** [ldcorrea@wrcrca.org](mailto:ldcorrea@wrcrca.org); [Karin\\_Cleary-Rose@fws.gov](mailto:Karin_Cleary-Rose@fws.gov); [Heather.Pert@wildlife.ca.gov](mailto:Heather.Pert@wildlife.ca.gov); [CLandry@wrcrca.org](mailto:CLandry@wrcrca.org); [wworthey@dudek.com](mailto:wworthey@dudek.com); [ernestperea@gmail.com](mailto:ernestperea@gmail.com); [ATam@jurupavalley.org](mailto:ATam@jurupavalley.org); [jeff.s.thomas@lmco.com](mailto:jeff.s.thomas@lmco.com); [KBAEZ@RIVCO.ORG](mailto:KBAEZ@RIVCO.ORG); [MZAMBON@RIVCO.ORG](mailto:MZAMBON@RIVCO.ORG); [Calvert, Brian](#); [Crossen, Shannon](#); [Flores, Marisa](#)  
**Cc:** [Staley, Scott](#)  
**Subject:** Cajalco Road Widening Project - wildlife crossing detail  
**Date:** Tuesday, March 20, 2018 5:59:00 PM  
**Attachments:** [Alt 1 Crossings - 20180320.kmz](#)  
[Alt 4 Crossings - 20180320.kmz](#)  
[Alt 2C Crossings - 20180320.kmz](#)  
[Cajalco\\_Xings\\_20180320.xlsx](#)

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Good afternoon-

As a follow up to the discussion regarding the Cajalco Road Widening Project and wildlife crossings at the Western Regional Conservation Authority (RCA) meeting last week, please find attached the following information:

- Detailed listing of crossings for each alternative, including type (wet, dry), size, heights (feet and inches), widths (feet and inches), and lengths (feet);
- Kmz data files for each build alternative depicting locations and types of the wildlife crossings proposed.

\*Please note, a reference key corresponding with WRC MSHCP sizing criteria is included at the end of the attached Excel table, and "double-wide" sizing has been applied for all small and medium sized crossings.

Any feedback and/or questions are respectfully requested prior to the next RCA meeting in April.

Please contact us with any questions or feedback during your review.

Many thanks,  
-Keturah



**KETURAH ANDERSON** | MANAGER | 951.541.7684 | [keturah.anderson@icf.com](mailto:keturah.anderson@icf.com)  
**ICF** | 1250 Corona Pointe Ct, Suite 406, Corona, CA 92879 USA | [icfi.com](http://icfi.com)  
Connect with us on [social media](#).



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 8

ENVIRONMENTAL PLANNING (MS 821)

464 W. FOURTH STREET, 6<sup>TH</sup> FLOOR

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-6379

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TTY (909) 383-6300

*Make Conservation  
A California Way of Life*

September 12, 2018

San Jacinto LPO

950 North Ramona Boulevard, Suite 6

San Jacinto, CA 92582-2571

To Whom It May Concern:

Re: Farmland Conversion Impact Rating - *Cajalco Road Widening Project (STPL 5956[195])*

The Farmland Conversion Impact Rating Form CPA-106 for Corridor Type Projects has been drafted for the Cajalco Road Widening and Safety Enhancement Project (proposed project). The Riverside County Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Cajalco Road, or a combination of Cajalco Road and El Sobrante Road, between Temescal Canyon Road to the west and Interstate 215 (I-215) to the east. The proposed project is located in Riverside County, California and covers a distance of approximately 16 miles. The No Project Alternative and three build alternatives are under consideration: Build Alternative 1, Build Alternative 2C, and Build Alternative 4. Build Alternative 1 would construct two 12-foot lanes in each direction (eastbound and westbound) from Temescal Canyon Road in the west to I-215 in the east, replacing the two-lane roadway that currently exists. Build Alternative 2C would include the same improvements as Build Alternative 1 with the exception that a new four-lane segment of Cajalco Road would be constructed from La Sierra Avenue to just west of Lake Mathews Drive. Under Build Alternative 4, between Gustin Road and I-215, the improvements would be identical to Build Alternatives 1 and 2C. Between Gustin Road and Temescal Canyon Road, El Sobrante Road would be improved from the existing two-lane facility to a four-lane facility and would generally follow the existing El Sobrante Road from La Sierra Avenue to the east.

Parts I, III, and VI of the form have been completed. In the calculations for Part III, land committed to urban development per local and county zoning and General Plan land use designations have been removed. We respectfully request completion of Parts II, IV, and V of the form by NRCS.

If you have any questions or would like to discuss in more detail the project or the preparation of the EIS, please contact Aaron Burton, Senior Environmental Planner at (909) 383-2841.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aaron Burton".

AARON BURTON

Senior Environmental Planner

Environmental Planning

Enclosure:

Farmland Conversion Impact Rating Form CPA-106

Project Alternatives Map



**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

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February 10, 2021

VIA EMAIL

In reply refer to: FHWA\_2020\_1201\_001

Mr. David Price  
Section 106 Coordinator  
Cultural Studies Office  
Caltrans Division of Environmental Analysis  
1120 N Street, MS-27  
Sacramento, CA 95814

Subject: Determinations of Eligibility for the Cajalco Road Widening Project, Riverside County, California.

Dear Mr. Price:

On December 1, 2020, the Office of Historic Preservation (OHP) received a letter from the California Department of Transportation (Caltrans) for the above referenced undertaking. Caltrans, in cooperation with the Riverside Transportation Department, is initiating consultation with the State Historic Preservation Officer (SHPO) in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA). Pursuant to Stipulation VIII.C.6 of the Section 106 PA, Caltrans is seeking SHPO concurrence with Caltrans' determinations. Caltrans is also seeking SHPO concurrence on a finding of adverse effect under Stipulation X.C.1 of the Section 106 PA.

As currently proposed, the undertaking involves widening Cajalco Road, or a combination of Cajalco Road and El Sobrante Road, between Temescal Canyon Road to the west and Interstate 215 (I-215) to the east in Riverside County, California.

Caltrans' identification efforts resulted in the identification of twenty-six cultural resources within the area of potential effects (APE). Of those, one (CA-RIV-7843) was previously evaluated as eligible for listing on the National Register of Historic Places (NRHP), and that result remains valid. Nineteen of the 26 resources were evaluated as part of the Caltrans' identification efforts for this undertaking. Caltrans will assume the remaining six properties as eligible for listing on the NRHP the purposes of this undertaking only, pursuant to Stipulation VIII.C.4 of the Section 106 PA due to large property size.

Caltrans requests SHPO concurrence that the following are ineligible for listing on the NRHP:

- CA-RIV-3832H, -4403, -4407, -4408, -4409, -6623/H, -012618, -012621, -012622
- 12667 El Sobrante Road Corona, CA
- 12697 El Sobrante Road Riverside, CA
- 13456 El Sobrante Road Riverside, CA
- 14870 El Sobrante Road Riverside, CA
- 15016 El Sobrante Road Riverside, CA
- 17679 Cajalco Road Perris, CA
- 21415 Cajalco Road Perris, CA
- 19391 Clark Street Perris, CA
- 21623 Cajalco Road

**I concur** with the above determinations of ineligibility.

Caltrans requests SHPO concurrence that CA-RIV-012623, a prehistoric artifact and lithic scatter is individually eligible for listing on the NRHP under Criterion D. **I concur** with this determination of eligibility.

Pursuant to Stipulation VIII.C.4 of the Section 106 PA, Caltrans is assuming the following six properties as eligible for listing on the NRHP for the purposes of this undertaking only due to large property size:

- Mead Valley Potential Prehistoric Archaeological District (PPAD), assumed eligible under NRHP criteria A, B, C, and D. The Mead Valley PPAD includes the following assumed contributing elements: combined site CA-RIV-2263, -2264, and -4444 (assumed contributor under Criterion D); CA-RIV-4403; CA-RIV-4407; CA-RIV-4408; CA-RIV-4409; CA-RIV-4454 (assumed contributor under Criterion D); CA-RIV-7843 (assumed contributor under Criterion D); and CA-RIV-012623 (assumed contributor under Criterion D). While CA-RIV-4403, -4407, -4408, -4409 have been determined individually ineligible for listing on the NRHP, for the purposes of this undertaking only Caltrans will assume these resources as contributors to the Mead Valley PPAD under Criterion D.
- Combined site CA-RIV-2263, -2264, and -4444 is individually assumed eligible under Criterion D.
- CA-RIV-4454 is individually assumed eligible under Criterion D.
- *Túu'uv* is a traditional cultural property (TCP) identified in consultation with the Pechanga Band of Luiseño Mission Indians, and includes three contributing elements: Combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623. The TCP is assumed eligible under NRHP criteria A, B, C, and D.
- *Qaxáalku Payómik* is a TCP identified in consultation with the Pechanga Band of Luiseño Mission Indians, and includes three contributing elements: Combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623. The TCP is assumed eligible under NRHP criteria A, B, C, and D.

- *Qaxáalku Kwiimik* is a TCP identified in consultation with the Pechanga Band of Luiseño Mission Indians, and includes three contributing elements: Combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623. The TCP is assumed eligible under NRHP criteria A, B, C, and D.

The SHPO's comment on Caltrans' finding of effect is forthcoming, but in a separate letter. If you have any questions, please contact State Historian Natalie Lindquist at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov) or Associate State Archaeologist Alicia Perez at [alicia.perez@parks.ca.gov](mailto:alicia.perez@parks.ca.gov).

Sincerely,



Julianne Polanco  
State Historic Preservation Officer





**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

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February 17, 2021

VIA EMAIL

In reply refer to: FHWA\_2020\_1201\_001

Mr. David Price  
Section 106 Coordinator  
Cultural Studies Office  
Caltrans Division of Environmental Analysis  
1120 N Street, MS-27  
Sacramento, CA 95814

Subject: Finding of Adverse Effect for the Cajalco Road Widening Project, Riverside County, California.

Dear Mr. Price:

On December 1, 2020, the California Department of Transportation (Caltrans) initiated consultation with the State Historic Preservation Officer (SHPO) for the above referenced undertaking. Caltrans, in cooperation with the Riverside Transportation Department, is consultation with the SHPO in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA). Pursuant to Stipulation VIII.C.6 of the Section 106 PA, Caltrans sought SHPO concurrence with Caltrans' determinations, and under Stipulation X.C.1 requested SHPO concurrence on a finding of adverse effect. Via letter dated February 10, 2021, the SHPO provided comment on Caltrans' determinations. This letter provides SHPO comment on Caltrans' finding of adverse effect.

In prior SHPO consultation, Caltrans' identification efforts resulted in the following historic properties:

- CA-RIV-7843
- CA-RIV-012623
- Mead Valley Potential Prehistoric Archaeological District (PPAD), assumed eligible under NRHP criteria A, B, C, and D. The Mead Valley PPAD includes the following assumed contributing elements: combined site CA-RIV-2263, -2264, and -4444 (assumed contributor under Criterion D); CA-RIV-4403; CA-RIV-4407; CA-RIV-4408; CA-RIV-4409; CA-RIV-4454 (assumed contributor under Criterion D); CA-RIV-7843 (assumed contributor under Criterion D); and CA-RIV-012623 (assumed contributor under Criterion

D). While CA-RIV-4403, -4407, -4408, -4409 have been determined individually ineligible for listing on the NRHP, for the purposes of this undertaking only Caltrans will assume these resources as contributors to the Mead Valley PPAD under Criterion D.

- Combined site CA-RIV-2263, -2264, and -4444 is individually assumed eligible under Criterion D.
- CA-RIV-4454 is individually assumed eligible under Criterion D.
- *Túu'uv* is a traditional cultural property (TCP) identified in consultation with the Pechanga Band of Luiseño Mission Indians, and includes three contributing elements: Combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623. The TCP is assumed eligible under NRHP criteria A, B, C, and D.
- *Qaxáalku Payómik* is a TCP identified in consultation with the Pechanga Band of Luiseño Mission Indians, and includes three contributing elements: Combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623. The TCP is assumed eligible under NRHP criteria A, B, C, and D.
- *Qaxáalku Kwiimik* is a TCP identified in consultation with the Pechanga Band of Luiseño Mission Indians, and includes three contributing elements: Combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623. The TCP is assumed eligible under NRHP criteria A, B, C, and D.

As described in the Finding of Effect (FOE) included with Caltrans' letter, all three build alternatives are located within the TCPs. Caltrans and the Pechanga Band of Luiseño Mission Indians (Tribe) jointly developed the TCPs' boundaries for the purposes of this undertaking. The Tribe agreed with Caltrans District 8's approach for developing fluid and undetermined TCP boundaries that are wide enough to allow for determining the effects of the undertaking but are not definitive enough to prohibit expanding the boundaries in the future if need be. The boundaries fully include the project limits and extend out enough to allow for determining the effects of the undertaking. However, actual boundaries are vast, and the Tribe has not yet fully determined their limits. For the purposes of this undertaking, the approximate acreage of the combined TCPs is 28,531 acres.

Caltrans has applied the criteria of adverse effects pursuant to Stipulation X.A of the Section 106 PA and has determined that depending on the preferred alternative the undertaking as a whole will have an adverse effect on the Mead Valley PPAD; combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623 and is seeking SHPO concurrence with these findings pursuant to Section 106 PA Stipulation XI.C and 36 CFR 800.5. **I concur.**

Although the undertaking will result in effects to the three TCPs: *Túu'uv* (TCP-1); *Qaxáalku Payómik* (TCP-2); and *Qaxáalku Kwiimik* (TCP-3), the effects will not be adverse. None of the three build alternatives will physically alter the TCPs such that the overall setting and integrity of the TCPs' character-defining features would be adversely affected. Although combined site CA-RIV-2263, -2264, and -4444; CA-RIV-7843; and CA-RIV-012623 contribute to the assumed eligibility of the TCPs, and will be adversely affected, effects to these properties would not cause an adverse effect to the overall TCPs because they comprise such a small physical part of the overall TCPs. **I do not object.**

Mr. Price  
February 17, 2021  
Page 3 of 3

FHWA\_2020\_1201\_001

Caltrans will continue consultation with the SHPO and the Tribe to resolve adverse effects pursuant to Stipulation XI of the Section 106 PA through the preparation of a Memorandum of Agreement once the preferred alternative is selected. If you have any questions, please contact State Historian Natalie Lindquist at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov) or Associate State Archaeologist Alicia Perez at [alicia.perez@parks.ca.gov](mailto:alicia.perez@parks.ca.gov) .

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne', with a long horizontal line extending to the right.

Julianne Polanco  
State Historic Preservation Officer

### **H.3.2 Native American Coordination**



**NATIVE AMERICAN  
CONSULTATION  
SUMMARY**

## Summary of Native American Consultation

Native American Group/ Individual	First Contact Certified Letter	Date of Response	Second Contact Phone/Email/ Letter	Date of Response	Additional Contacts Phone/Email/ Letter	Summary of Communications
<p>Agua Caliente Tribe of Cupeño Indians</p> <p>William J. Pink</p>	5/18/2011 (letter)	None	5/18/2016 (reissued consultation letter)	6/29/2016 (email)	<p>6/29/2016 (phone call and email)</p> <p>7/27/2016 (email)</p> <p>7/31/2016 (email)</p>	<p><b>5/18/2011:</b> Initial contact letter sent to William J. Pink via certified mail. No response to the letter was received.</p> <p><b>5/18/2016:</b> New letter sent due to passage of time and introduction of additional project alternatives. No response to the letter was received.</p> <p><b>6/29/2016:</b> Follow-up phone call made, and email sent, to W. Pink regarding questions or comments about the project. W. Pink replied via email, stating there are significant religious sites and quarries along the current route that should be avoided. He expects burials and cremations to be encountered and if they are they should be avoided if possible, and if not possible to be treated in accordance with the law.</p> <p><b>7/27/2016:</b> Email sent to W. Pink requesting clarification of Tribal affiliation.</p> <p><b>7/31/2016:</b> Email received from W. Pink confirming Tribal Affiliation as Cupeño/Luiseño Indian and a member of the Agua Caliente Tribe of Cupeño Indians. Information added to project file.</p> <p>No further responses have been received from Agua Caliente Tribe of Cupeño Indians.</p>
<p>Cahuilla Band of Indians</p> <p>Yvonne Markel</p> <p>Luther Salgado, Senior, Chairperson</p> <p>Andreas Heredia, Cultural Director</p> <p>Bobby Ray Esparza, Cultural Coordinator</p> <p>Anthony Madrigal, Senior, Vice President, Tribal Historic Preservation Officer</p>	5/23/2011 (letter)	None	5/18/2016 (reissued consultation letter)	6/30/2016	<p>6/29/2016 (phone call and email)</p> <p>12/6/2017 (emails)</p> <p>12/8/2017 (mail)</p> <p>12/13/2017 (phone call)</p> <p>12/20/2017 (meeting)</p> <p>1/5/2018 (mail)</p> <p>3/1/2018 (email)</p>	<p><b>5/23/2011:</b> Initial contact letter sent to Yvonne Markel via certified mail. No response to the letter was received.</p> <p><b>5/18/2016:</b> New letter sent to Chairperson Luther Salgado, Senior, due to passage of time and introduction of additional project alternatives. No response to the letter was received.</p> <p><b>6/29/2016:</b> Follow up phone call made and email sent to L. Salgado, Sr. requesting a response if Tribe has information related to the project.</p> <p><b>6/30/2016:</b> Email response received from Cultural Director A. Heredia requesting a copy of the letter. Follow up email sent to L. Salgado, Sr.</p> <p><b>6/30/2016:</b> Letter received from A. Heredia, stating that the Tribe requests a cultural monitor(s) on site for all ground disturbances.</p> <p><b>12/6/2017:</b> Email sent to A. Heredia regarding review of the Extended Phase I (XPI) Survey Proposal and involvement in the survey. An electronic copy of XPI proposal was provided via ftp. An email response was received from Bobby Ray Esparza (Cahuilla) stating that A. Heredia was no longer there, that B. Esparza would be the new Cultural Coordinator/director for Cahuilla, and Anthony Madrigal, Senior is the THPO.</p> <p><b>12/8/2017:</b> A CD containing the XPI proposal for the project was mailed to B. Esparza.</p>

Native American Group/ Individual	First Contact Certified Letter	Date of Response	Second Contact Phone/Email/ Letter	Date of Response	Additional Contacts Phone/Email/ Letter	Summary of Communications
Cahuilla Band of Indians (continued)					<p>8/15 – 9/6/2018, 10/18/2018 (field)</p> <p>9/10/2018 (emails)</p> <p>10/9/2018 (emails)</p> <p>10/21/2019 (mail)</p> <p>11/18/2019 (meeting)</p> <p>11/19/2020 (mail)</p> <p>12/11/2019 (email)</p>	<p><b>12/13/2017:</b> Telephone call made by S. Bryne (ICF) to B. Esparza to discuss meeting to gather the tribe's input on the XPI proposal. B. Esparza suggested a meeting at the tribal office on 12/20/2017.</p> <p><b>12/20/2017:</b> M. Zambon (County) and consultants met at the Cahuilla Tribal office with A. Madrigal, Sr. and B. Esparza to gather input on the XPI proposal. Mr. Madrigal Sr. and B. Esparza stated that they would like to monitor and that they would have a tribal monitor available.</p> <p><b>1/5/2018:</b> A CD containing the Historic Property Survey Report (HPSR) for the project was mailed to B. Esparza.</p> <p><b>3/1/2018:</b> Email received from B. Esparza inquiring about project updates. Project update provided.</p> <p><b>8/15 – 9/6/2018, 10/18/2018:</b> Rose Ann Hamilton (Cahuilla) participated as a monitor during XPI survey.</p> <p><b>9/10/2018:</b> Email to B. Esparza from S. Bryne (ICF) inquiring as to positive or negative feedback regarding the project. Mr. Esparza responded, stating no negative feedback but inquired as to an update when the project would proceed.</p> <p><b>10/9/2018:</b> Email exchange between B. Esparza and S. Bryne (ICF) regarding coordination of monitoring for additional day of XPI survey.</p> <p><b>10/21/2019:</b> Caltrans submitted revised Draft HPSR to Cahuilla (attention of A. Madrigal, Sr.) for review.</p> <p><b>11/18/2019:</b> Meeting held at County office regarding comments on HPSR. Attendees: A. Madrigal, Sr., B. Esparza (Cahuilla); Gary Jones (Caltrans); M. Zambon (County of Riverside); and County consultants. Information provided by Cahuilla was considered and addressed in revised cultural reports.</p> <p><b>11/19/2020:</b> A CD containing the HPSR was delivered via mail to the attention of A. Madrigal, Sr.</p> <p><b>12/11/2019:</b> Email sent to G. Jones (Caltrans) and M. Zambon (County) from B. Esparza regarding comments on HPSR and concern that some destruction to cultural resources would occur under any of the project alternatives. The email further indicated recommendation by THPO for Build Alternative 2C.</p> <p>No further comments have been received from Cahuilla Band of Indians.</p>
Los Coyotes Band of Mission Indians	5/21/2011 (letter)	None	5/18/2016 (reissued consultation letter)	None	<p>6/29/16 (phone call and email)</p>	<p><b>5/21/2011:</b> Initial contact letter sent to Francine Kupsch via certified mail. No response to the letter was received.</p> <p><b>5/18/2016:</b> New letter sent due to passage of time and introduction of additional project alternatives. No response to the letter was received.</p>

Native American Group/ Individual	First Contact Certified Letter	Date of Response	Second Contact Phone/Email/ Letter	Date of Response	Additional Contacts Phone/Email/ Letter	Summary of Communications
Los Coyotes Band of Mission Indians (continued)  Francine Kupsch, Spokesperson  Janice Elzenga					10/11/2016 (phone call and email)	<p><b>6/29/2016:</b> Follow up phone call made and email sent to Janice Elzenga requesting response if Tribe has any information related to the project.</p> <p><b>10/11/2016:</b> Follow up phone call made and email sent to J. Elzenga requesting response if Tribe has any information related to the project.</p> <p>No responses have been received from Los Coyotes Band of Mission Indians.</p>
Morongo Band of Mission Indians  Michael Contreras  Raymond Huaute, Cultural Resource Specialist  Travis Armstrong, Tribal Historic Preservation Officer	5/19/2011 (letter)	None	5/18/2016 (reissued consultation letter)	None	6/29/16 (phone call and email)  10/11/2016 (phone call and email)  3/9/2017 (emails)  1/6/2018 (mail)  1/29/2018 (field meeting)  2/5-27/2018 (email)  2/15/2018 (mail)  6/29/2018 (phone call)  7/2/2018 (phone call)  7/13/2018 (email)  8/15 – 9/6/2018, 10/18/2018 (field)	<p><b>5/19/2011:</b> Initial contact letter sent to Michael Contreras via certified mail. No response to the letter was received.</p> <p><b>5/18/2016:</b> New letter sent due to passage of time and introduction of additional project alternatives. No response to the letter was received.</p> <p><b>6/29/2016:</b> Follow up phone call made and email sent to M. Contreras requesting response if Tribe has any information related to the project.</p> <p><b>10/11/2016:</b> Follow up phone call made and email sent to M. Contreras requesting response if Tribe has any information related to the project.</p> <p><b>3/9/2017:</b> Email sent to Raymond Huaute regarding interest in Section 106 consultation and requesting response if Tribe has information related to the project. A summary of prior contact efforts with Morongo was provided. Mr. Huaute responded in an email the same day, requesting copies of cultural reports. He was thusly informed of the status of cultural reports, and that they would be provided when available.</p> <p><b>1/6/2018:</b> Draft HPSR provided to R. Huaute. No comments received.</p> <p><b>1/29/2018:</b> Field meeting held with resource agencies, County and consultants, to view drainage features throughout project site. Mr. Huaute and Travis Armstrong (Morongo) attended. Mr. Huaute and T. Armstrong shared concerns regarding communications with Morongo about the project. It was agreed that Morongo would be involved in monitoring and informed of any changes in project status.</p> <p><b>2/5, 2/27/2018:</b> Follow up email sent to R. Huaute to regarding the Morongo monitoring agreement and to review the XPI proposal. A signed monitoring contract was provided by R. Huaute on 2/27/2018.</p> <p><b>2/15/2018:</b> Ms. Zambon (County) sent R. Huaute a letter and CD containing the XPI proposal for the Project.</p> <p><b>6/29/2018:</b> Mr. Bryne (ICF) received a voicemail message from T. Armstrong asking to be informed as project schedule for the XPI survey was developed.</p> <p><b>7/2/2018:</b> Mr. Bryne left a voicemail for T. Armstrong, informing him that he would be apprised of the schedule when it was available.</p>



Native American Group/ Individual	First Contact Certified Letter	Date of Response	Second Contact Phone/Email/ Letter	Date of Response	Additional Contacts Phone/Email/ Letter	Summary of Communications
Morongo Band of Mission Indians (continued)					9/10/2018 (emails)  10/10/2018 (email)  10/16/2018 (email)  10/21/2019 (mail)  11/21/2019 (meeting)  12/18/2019 (email)	<p><b>7/13/2018:</b> Executed monitoring agreement received from Alicia Benally (Morongo) via email.</p> <p><b>8/15 – 9/6/2018, 10/18/2018:</b> Daniel Hough, Augustin Lerma, and Roy Mathews, Jr. (Morongo) participated as monitors during XPI survey.</p> <p><b>9/10/2018:</b> Email sent to A. Benally inquiring as to positive or negative feedback regarding the project. No response to the inquiry was received. An additional email inquired whether a monitor would be available to monitor one additional day for the XPI survey.</p> <p><b>10/09 and 10/16/2018:</b> Email from A. Benally sent to S. Bryne (ICF) indicating that R. Mathews, Jr. may not be available for monitoring. Email from A. Benally to S. Bryne (ICF) indicating the monitor would be D. Hough.</p> <p><b>10/21/2019:</b> Caltrans submitted revised Draft HPSR to Morongo (attention of T. Armstrong, THPO) for review.</p> <p><b>11/21/2019:</b> Meeting held at County office regarding comments on HPSR. Attendees: T. Armstrong (Morongo); G. Jones (Caltrans); M. Zambon (County); and, County consultants. Mr. Armstrong conveyed appreciation of the County's outreach and inclusion of the Tribe in the planning process, and interest in protecting Tribal resources without obstructing the project. Additional information discussed was considered and addressed in revised cultural reports.</p> <p><b>12/18/2019:</b> Email received by G. Jones (Caltrans) and M. Zambon (County) from T. Armstrong (Morongo) indicating no further comments on the HPSR.</p> <p>No further responses have been received from Morongo Band of Mission Indians.</p>
Pala Band of Mission Indians  Shasta C. Gaughen, PhD, Tribal Historic Preservation Officer	5/19/2011 (letter)	10/10/2012 (letter)	5/18/2016 (reissued consultation letter)	None	No follow up required.	<p><b>5/19/2011:</b> Initial contact letter sent to Shasta C. Gaughen via certified mail. A response to the letter was received in 2012 (below).</p> <p><b>10/10/2012:</b> Letter from S. Gaughen to Deputy District Director David Bricker (Caltrans), indicating deferral to Tribes in closer proximity of the project.</p> <p><b>5/18/2016:</b> New letter sent due to passage of time and introduction of additional project alternatives. No response to the letter was received.</p> <p>No further responses have been received from Pala Band of Mission Indians.</p>
Pauma and Yuima Reservation  Randall Majel, Chairperson	5/19/2011 (letter)	None	5/18/2016 (reissued consultation letter)	None	6/29/16 (phone call)  6/29/16 (email)	<p><b>5/19/2011:</b> Initial contact letter sent to Chairman Randall Majel via certified mail. No response to the letter was received.</p> <p><b>5/18/2016:</b> New letter sent due to passage of time and introduction of additional project alternatives. No response to the letter was received.</p>

Native American Group/ Individual	First Contact Certified Letter	Date of Response	Second Contact Phone/Email/ Letter	Date of Response	Additional Contacts Phone/Email/ Letter	Summary of Communications
Pauma and Yuima Reservation (continued)					10/11/2016 (phone call and email)	<p><b>6/29/2016:</b> Follow up call made and email sent to R. Majel requesting a response if the Tribe has any information related to the project.</p> <p><b>10/11/2016:</b> Follow up phone call made and email sent to R. Majel requesting response if Tribe has any information related to the project.</p> <p>No responses have been received from Pauma and Yuima Reservation.</p>
Pauma Valley Band of Luiseño Indians  Bennae Calac, Tribal Council Member  Chris Devers, Vice Chairman	5/19/2011 (letter)	None	5/18/2016 (reissued consultation letter)	6/2/16 (email)	10/11/2016 (phone call and email)	<p><b>5/19/2011:</b> Initial contact letter sent to Bennae Calac via certified mail. No response to the letter was received.</p> <p><b>5/18/2016:</b> New letter sent due to passage of time and introduction of additional project alternatives.</p> <p><b>6/2/2016:</b> Email received from Chris Devers stating Pauma Band unaware of specific cultural resources within proposed project area; their concern is the protection and avoidance of cultural sites. Requested to be updated as project progresses.</p> <p><b>10/11/2016:</b> Follow up phone call made and email sent to B. Calac requesting response if Tribe has any information related to the project.</p> <p>No further responses have been received from Pauma Valley Band of Luiseño Indians.</p>
Pechanga Band of Luiseño Mission Indians  Anna Hoover, Cultural Analyst Mark Macarro, Chairperson Paul Macarro, Chairperson, Cultural Resource Coordinator Raymond Basquez, Senior, Chairperson Gary Dubois, Tribal Historic Preservation Officer Ebru Ozdil, Cultural Analyst Molly Earp-Escobar, Cultural Resource and Planning Specialist	5/27/2011 (letter)	6/13/2011 (letter)	10/2/2012 (email)	10/2/2012 (phone call)	2/10/2012 (email)  10/3/2012 (email)  10/29/2012 (meeting)  3/7/2013 – 3/21/2013 (emails)  4/16/2013 (meeting)  4/25/2013 (email)	<p><b>5/27/2011:</b> Initial contact letters sent to Mark Macarro, Paul Macarro and Anna Hoover via certified mail.</p> <p><b>6/13/2011:</b> Letter response received from A. Hoover (Pechanga) requesting government-to-government consultation, and stating that the project is not within reservation lands, but within ancestral territory. Letter further described prior coordination with the County and interest in the protection of sensitive resources.</p> <p><b>2/10/2012:</b> Brenda Tomaras (Tomaras &amp; Ogas) sent an email on behalf of Tribe to Mary Zambon (County) requesting project status update. M. Zambon responded via email to the inquiry with a status update.</p> <p><b>10/2/2012:</b> Email sent to A. Hoover regarding the project; addressed CEQA and NEPA delegated lead agencies, and County and Caltrans respectively, seeking to continue consultation with Pechanga regarding the proposed project.</p> <p><b>10/3/2012:</b> Email sent to A. Hoover regarding coordination of October 29, 2012 meeting at Pechanga Cultural Resources facility in Temecula.</p>

Native American Group/ Individual	First Contact Certified Letter	Date of Response	Second Contact Phone/Email/ Letter	Date of Response	Additional Contacts Phone/Email/ Letter	Summary of Communications
Pechanga Band of Luiseño Mission Indians (continued)					<p>4/29/2013 (field meeting)</p> <p>3/21/2015 (email)</p> <p>12/18/2013 (email)</p> <p>1/29/2015 (email)</p> <p>3/19/2015 (email)</p> <p>5/14/2015 (email)</p> <p>5/28/2015 (meeting)</p> <p>6/7/2015 (email)</p> <p>7/27/2015 (letter)</p> <p>5/3/2016 (meeting)</p> <p>5/17/2016 (letter)</p> <p>5/18/2016 (email)</p> <p>5/18/2016 (reissued consultation letter)</p> <p>5/31/2016 – 11/15/2016 (emails)</p>	<p><b>10/29/2012:</b> Russell Williams, Scott Staley and M. Zambon (County), Gary Jones (Caltrans), and County consultants, met with P. Macarro, A. Hoover, Raymond Basquez Senior, and Ebru Ozdil (Pechanga), and B. Tomaras (Tomaras &amp; Ogas), at Pechanga Cultural Resources facility to discuss resources in the project area and bridge design in the Cajalco Creek area.</p> <p><b>3/7/2013 - 3/21/2013:</b> Email exchange with A. Hoover (Pechanga) regarding coordination of April 16<sup>th</sup> meeting.</p> <p><b>4/16/2013:</b> Meeting held at Pechanga Cultural Resources facility with A. Hoover, P. Macarro and E. Ozdil (Pechanga), B. Tomaras (Tomaras &amp; Ogas), G. Jones (Caltrans), M. Zambon, S. Staley, R. Williams (County), and County consultants. Revised bridge designs for the Cajalco Creek area in response to earlier input from Pechanga were shared and discussed.</p> <p><b>4/25/2013:</b> Email to A. Hoover, P. Macarro, E. Ozdil, B. Tomaras, G. Jones, M. Zambon, S. Staley, R. Williams, and County consultants, regarding location details for April 29<sup>th</sup> field meeting.</p> <p><b>4/29/2013:</b> Field meeting held with R. Basquez, Sr., A. Hoover, P. Macarro, E. Ozdil (Pechanga), G. Jones (Caltrans), B. Tomaras (Tomaras &amp; Ogas), M. Zambon (County), and County consultants. Pechanga shared Cajalco Creek area information and indicated interest in specific features; the County and consultants described what would be proposed by the project for the area, and possible methods for avoiding and minimizing impacts.</p> <p><b>5/6/2013:</b> Field meeting summary distributed to A. Hoover, P. Macarro, E. Ozdil, B. Tomaras, G. Jones, M. Zambon, S. Staley, R. Williams, and County consultants.</p> <p><b>12/18/2013:</b> Email sent from M. Zambon to A. Hoover regarding additional engineering work to revise the Cajalco Creek bridge conceptual layout.</p> <p><b>1/29/2015:</b> M. Zambon (County) emailed A. Hoover, R. Williams, Alicia Cannon, P. Macarro, E. Ozdil, G. Jones, and J. Marcinek, and agenda for the February 3<sup>rd</sup> meeting.</p> <p><b>2/3/2015:</b> Ms. Zambon (County) met with R. Basquez Sr., A. Hoover, and E. Ozdil (Pechanga) at the County office to discuss County projects and concerns involving sensitive resources. County consultants attended.</p> <p><b>3/19/2015:</b> Ms. Zambon (County) sent a CD containing project information to Pechanga Band of Luiseño Mission Indians.</p> <p><b>5/14/2015:</b> Email sent to A. Hoover containing Cajalco Creek Bridge design details.</p> <p><b>5/28/2015:</b> Ms. Zambon (County), G. Jones (Caltrans), and County consultants, met with P. Macarro, A. Hoover, and E. Ozdil (Pechanga) at</p>

Native American Group/ Individual	First Contact Certified Letter	Date of Response	Second Contact Phone/Email/ Letter	Date of Response	Additional Contacts Phone/Email/ Letter	Summary of Communications
Pechanga Band of Luiseño Mission Indians (continued)					<p>5/31/2016 (phone message)</p> <p>6/29/2016 (email)</p> <p>6/30/2016 (email)</p> <p>10/11/2016 (phone call and email)</p> <p>3/9 – 3/10, 3/24/2017 (emails)</p> <p>9/15/2017 (mail)</p> <p>12/6/2017 (email)</p> <p>12/18/2017 (phone call)</p> <p>1/23/2018 (emails)</p> <p>1/29/2018 (meeting)</p> <p>2/14/2018 (meeting)</p> <p>2/15/2018 (email)</p> <p>2/15/2018 (letter)</p> <p>3/22/2018 (email)</p>	<p>Pechanga Cultural Resources facility to discuss resources in the project area and bridge design in the Cajalco Creek area.</p> <p><b>6/7/2015:</b> Email sent to E. Ozdil regarding KMZ and DGN files depicting the Cajalco Creek bridge options.</p> <p><b>7/27/2015:</b> Letter sent to A. Hoover from M. Zambon regarding follow up information for meeting held 5/28/2015.</p> <p><b>5/3/2016:</b> Ms. Zambon (County), G. Jones (Caltrans), and County consultants, met with A. Hoover, E. Ozdil, P. Macarro (Pechanga) at Pechanga Cultural Resources facility to discuss the project and bridge design in the Cajalco Creek area.</p> <p><b>5/17/2016:</b> Ms. Zambon (County) sent a letter containing a CD with project information to A. Hoover.</p> <p><b>5/18/2016:</b> New letters sent to A. Hoover and P. Macarro (Pechanga) regarding introduction of additional project alternatives.</p> <p><b>5/31/2016 – 11/15/2016:</b> Email exchanges and phone calls between S. Bryne, A. Hoover, and Tony Foussat (Pechanga), regarding coordination and scheduling of monitoring during field surveys.</p> <p><b>6/29/2016:</b> Follow up phone call made and email sent requesting response if Tribe has additional information related to the project.</p> <p><b>6/30/2016:</b> Email from S. Bryne to A. Hoover confirming letters sent in May to the Native American contacts on the original NAHC list.</p> <p><b>10/11/2016:</b> Follow up phone calls made and emails sent to P. Macarro and A. Hoover (Pechanga), requesting response if Tribe has any information related to the project.</p> <p><b>3/9 – 3/10/2017:</b> Email exchange between S. Bryne and T. Foussat regarding coordination and scheduling of monitoring during survey.</p> <p><b>3/24/2017:</b> Email received from E. Ozdil requesting that Anna Hoover's email be removed from project correspondence list, as she is no longer with Pechanga.</p> <p><b>9/15/2017:</b> Ms. Zambon (County) sent E. Ozdil a letter with APE map, site information for the Cajalco Creek site area, map set for each project alternative, and Google Earth files of the project area.</p> <p><b>12/6/2017:</b> Email sent to E. Ozdil regarding review of the XPI proposal and involvement in survey. An electronic copy of the XPI proposal was made available via ftp. The email also requested a meeting with Caltrans, the County of Riverside and consultants, to discuss details of the proposal and go over questions or concerns.</p>



Native American Group/ Individual	First Contact Certified Letter	Date of Response	Second Contact Phone/Email/ Letter	Date of Response	Additional Contacts Phone/Email/ Letter	Summary of Communications
Pechanga Band of Luiseño Mission Indians (continued)					<p>4/12/2018 (letter)</p> <p>8/15 – 9/6/2018, 10/18/2018 (field)</p> <p>9/10/2018 (email)</p> <p>10/9/2018 (emails)</p> <p>10/16/2018 (emails)</p> <p>10/21/2019 (mail)</p> <p>10/24/2019 (mail)</p> <p>11/7/2019 (meeting)</p> <p>11/25/2019 (letter)</p> <p>12/20/2019 (letter)</p> <p>1/23/2020 (meeting)</p> <p>2/28/2020 (mail)</p>	<p><b>12/18/2017:</b> Ms. Zambon (County) and County consultants called E. Ozdil to go through the details of the XPI proposal and to discuss any questions or concerns. Ms. Ozdil stated that the tribe would like to monitor the excavations and that they would provide a tribal monitor. P. Macarro stated that Cajalco means “Quail Place,” and that the Boulder Springs Development had affected the prehistoric sites. Mr. Macarro stated that ICF should coordinate the monitoring with Tony Foussat.</p> <p><b>1/5/2018:</b> Draft HPSR provided to E. Ozdil per request.</p> <p><b>1/23/2018:</b> Email received from M. Earp-Escobar regarding request of complete cultural (XPI) report. In response, clarification was provided that the full report for archaeological resources was included as attachment to the draft HPSR provided.</p> <p><b>1/29/2018:</b> Field meeting held with resource agencies, County and County consultants, to view drainage features throughout project site. Mr. Macarro, T. Foussat and M. Earp-Escobar (Pechanga) attended.</p> <p><b>2/14/2018:</b> Meeting held between Pechanga members, County, Caltrans, and County consultants, at Pechanga Cultural Resources facility, to discuss XPI locations, testing approach, coordination and monitoring, and comments on the HPSR.</p> <p><b>2/15/2018:</b> Email follow up sent to P. Macarro, E. Ozdil, M. Earp-Escobar, and Michele Hannah. Ms. Earp-Escobar responded with a letter containing comments on the HPSR.</p> <p><b>3/22/2018:</b> Email sent to P. Macarro, E. Ozdil, M. Earp-Escobar, M. Hannah, and B. Tomaras, regarding follow up on additional resources information discussed at February 14, 2018 meeting.</p> <p><b>4/12/2018:</b> Letter received from M. Earp-Escobar regarding Pechanga comments on XPI proposal.</p> <p><b>8/15 – 9/6/2018, 10/18/2018:</b> Cody Schlater and Chris Yearean (Pechanga) participated as a monitors during XPI survey.</p> <p><b>9/10/2018:</b> Email sent to Tina Mendoza inquiring as to positive or negative feedback regarding the project. A response to the inquiry was not received.</p> <p><b>10/9, 10/16/2018:</b> Email exchange between County consultants and T. Mendoza regarding availability of a monitor for additional XPI survey days.</p> <p><b>10/21/2019:</b> Caltrans submitted revised Draft HPSR to Pechanga (attention of E. Ozdil) for review.</p> <p><b>10/24/2019:</b> Additional electronic transmission of Draft HPSR provided to Pechanga per request.</p> <p><b>11/7/2019:</b> Meeting held at Pechanga Cultural Resources facility regarding comments on HPSR and Traditional Cultural Properties (TCPs).</p>

Native American Group/ Individual	First Contact Certified Letter	Date of Response	Second Contact Phone/Email/ Letter	Date of Response	Additional Contacts Phone/Email/ Letter	Summary of Communications
Pechanga Band of Luiseño Mission Indians (continued)						<p>Attendees: P. Macarro, E. Ozdil, Michele Fahley, and M. Earp-Escobar (Pechanga Band of Luiseño Mission Indians); G. Jones (Caltrans – via telephone); M. Zambon (County of Riverside); and County consultants.</p> <p><b>11/25/2019:</b> Letter sent to Pechanga (attention of E. Ozdil) by G. Jones (Caltrans) requesting TCP information for consideration in HPSR.</p> <p><b>12/20/2019:</b> Confidential letter submitted to Caltrans by Pechanga regarding TCPs. Information added to project file.</p> <p><b>1/23/2020:</b> Meeting held at Pechanga Cultural Resources facility regarding TCPs. Attendees: P. Macarro, E. Ozdil, and M. Earp-Escobar (Pechanga); G. Jones (Caltrans). Mapping approach for the three newly identified TCPs was discussed and developed. During this meeting it was established that because the TCPs are so large, and due to their sacred aspects, the project would have no adverse effects over all to the TCPs because the project will not affect the region's sacred qualities. It was made clear that the adverse effect of the project was to the archaeological sites only and that these effects were dependent on which alternative was chosen to move forward.</p> <p><b>2/27 – 3/2/2020:</b> Email exchange between G. Jones and E. Ozdil confirming that next review for Pechanga will be to develop mitigation measures during the Memorandum of Agreement process.</p> <p><b>2/28/2020:</b> TCP information letter submitted to Caltrans by Pechanga for consideration and inclusion in HPSR. Information provided in letter was considered and addressed in revised cultural reports.</p>
Ramona Band of Cahuilla Mission Indians  John Gomez, Junior, Cultural Resources Coordinator  Ramona Band of Cahuilla Mission Indians continued  Joseph Hamilton, Chairperson	5/19/2011 (letter)	None	5/18/2016 (reissued consultation letter)	None	6/29/16 (phone call)  10/11/2016 (phone call and email)  2/9/2017 (phone call)	<p><b>5/19/2011:</b> Initial contact letter sent to John Gomez, Junior, via certified mail.</p> <p><b>5/18/2016:</b> New letter sent due to passage of time and introduction of additional project alternatives.</p> <p><b>6/29/2016:</b> Follow up phone call made to Nicolle Jonnkhooff requesting response if Tribe has any information related to the project.</p> <p><b>10/11/2016:</b> Follow up phone call made and email sent to Chairman Joseph Hamilton requesting a response if the Tribe has any information related to the project.</p> <p><b>2/9/2017:</b> Follow up phone call made to J. Gomez, Jr., requesting a response if the Tribe has any information related to the project.</p> <p>No further responses have been received from Ramona Band of Cahuilla Mission Indians.</p>
Santa Rosa Band of Cahuilla Indians	5/19/2011 (letter)	5/26/2011 (email)	5/18/2016 (reissued consultation letter)	None	5/18/2016 (letter)  6/29/16	<p><b>5/19/2011:</b> Initial contact letter sent to Steven Estrada via certified mail.</p> <p><b>5/26/2011:</b> Mr. Estrada responded to the letter in an email, stating the Santa Rosa Band of Cahuilla Indians did not have any specific concerns in regards to cultural resources at this time. He further stated, "However,</p>

Native American Group/ Individual	First Contact Certified Letter	Date of Response	Second Contact Phone/Email/ Letter	Date of Response	Additional Contacts Phone/Email/ Letter	Summary of Communications
Santa Rosa Band of Cahuilla Indians (continued)  Steven Estrada, Environmental Director, Chairman  Mayme Estrada, Chairperson  John Marcus, Vice Chairman					(phone call)  6/29/16 (email)  6/30/2016 (letter)  10/11/2016 (phone call and email)	there is potential for unknown cultural resources to be discovered." He concluded that, "With this said, the Santa Rosa Band of Cahuilla Indians will defer further consultation efforts to the Soboba Band of Luiseno Indians and their Cultural Resources Department. If you have any other questions please contact Mr. Joseph Ontiveros."  <b>5/18/2016:</b> New letter sent to M. Estrada due to passage of time and introduction of additional project alternatives. No response to the letter was received.  <b>6/29/2016:</b> Phone call made and follow up email sent to M. Estrada requesting response if Tribe has any information related to the project.  <b>6/30/2016:</b> Letter sent to John Marcus regarding new project alternatives.  <b>10/11/2016:</b> Follow up phone call made and email sent to M. Estrada (Santa Rosa Band) requesting a response if the Tribe has any information related to the project.  No further responses have been received from Santa Rosa Band of Cahuilla Indians.
Soboba Band of Luiseño Indians  Joseph Ontiveros, Director  Jessica Valdez	5/23/2011 (letter)	None	3/19/2015 (mailed CD)	4/20/2015 (letter)	5/6/2015 (meeting)  5/13/2015 (email)  7/16/2015 (meeting)  7/27/2015 (email)  11/19/2015 (email)  12/3/2015 (meeting)  5/18/2016 (reissued consultation letter)  5/17/2016 (letter)  5/31/2016	<b>5/23/2011:</b> Initial contact letter sent to Joseph Ontiveros via certified mail. No response to the letter was received.  <b>3/19/2015:</b> Ms. Zambon (County) sent CD to Soboba Band of Luiseño Indians containing project information.  <b>4/20/2015:</b> Letter addressed to M. Zambon (County) from J. Ontiveros (Soboba), stating the project is within the Tribal Traditional Use Area, requesting tribal monitoring and meeting with the County regarding the project.  <b>5/6/2015:</b> Mr. Jones (Caltrans), M. Zambon (County), and County consultants, met with J. Ontiveros (Soboba) to discuss the proposed Cajalco Creek bridge.  <b>5/13/2015:</b> Email received from J. Ontiveros regarding follow-up to the information requested at May 6, 2015, consultation meeting held at County, concerning the Cajalco Creek Bridge structure for design options.  <b>6/18/2015:</b> Email received from J. Ontiveros regarding scheduling of field meeting with County and Caltrans July 16, 2015.  <b>7/15/2015:</b> Email from J. Ontiveros to M. Zambon confirming change of meeting location to County office.  <b>7/16/2015:</b> Mr. Jones (Caltrans), S. Staley (County), and County consultants, met with J. Ontiveros (Soboba) at County offices to discuss the proposed Cajalco Creek bridge.

Native American Group/ Individual	First Contact Certified Letter	Date of Response	Second Contact Phone/Email/ Letter	Date of Response	Additional Contacts Phone/Email/ Letter	Summary of Communications
Soboba Band of Luiseño Indians (continued)					<p>(phone call) 6/31/2016 – 11/29/2016 (emails)</p> <p>10/11/2016 (phone call)</p> <p>11/29/2016 (meeting)</p> <p>3/9 – 3/10/2017 (emails)</p> <p>9/15/2017 (mail)</p> <p>12/6/2017 (email)</p> <p>12/8/2017 (mail)</p> <p>1/4/2018 (meeting)</p> <p>1/6/2018 (mail)</p> <p>1/8/2018 (email)</p> <p>4/3/2018 (email)</p> <p>8/6/2018 (email)</p> <p>8/15 – 9/6/2018, 10/18/2018 (field)</p> <p>9/10/2018 (email)</p>	<p><b>7/27/2015:</b> Ms. Zambon (County) emailed a letter with CD containing bridge design information to J. Ontiveros.</p> <p><b>11/19/2015:</b> Email sent to J. Ontiveros confirming field meeting with County and Caltrans on December 3, 2015.</p> <p><b>12/3/2015:</b> Mr. Jones (Caltrans), M. Zambon (County), County consultants, and Nick Biro (Blue Mountain Development) met with J. Ontiveros (Soboba) to discuss proposed bridge options in Cajalco Creek area.</p> <p><b>5/17/2016:</b> Ms. Zambon (County) sent a letter containing a CD with project information to J. Ontiveros.</p> <p><b>5/18/2016:</b> New letter sent to J. Ontiveros regarding introduction of additional project alternatives.</p> <p><b>5/31, 6/1/2016 – 11/29/2016:</b> Telephone and email exchange between S. Bryne (ICF) and J. Ontiveros regarding coordination and scheduling of monitoring during survey of Cajalco Creek area and various areas of the project.</p> <p><b>10/11/2016:</b> Phone conversation with J. Ontiveros soliciting questions or concerns Soboba may have concerning the project. Mr. Ontiveros referred consultant to Jessica Valdez (Soboba) to set up a disclosed consultation as he was out of the country at the time. Email sent to J. Valdez following phone call with J. Ontiveros to set up consultation. Ms. Valdez stated J. Ontiveros had already been corresponding with Stephen Bryne (ICF).</p> <p><b>10/19/2016:</b> Email received from J. Valdez stating the project area is considered sensitive and existing sites in the surrounding area. An in-house database search identified multiple areas of potential impact to be discussed in direct consultation with lead agency.</p> <p><b>10/19/2016:</b> Letter received from J. Ontiveros stating the project is within the Tribal Traditional Use Area, and requests consultation with lead agency, transfer of information to Soboba, and monitor to be present during ground disturbance activities.</p> <p><b>11/29/2016:</b> Mr. Jones (Caltrans) and M. Zambon (County), met with J. Ontiveros (Soboba) at County offices to discuss the Cajalco Road Widening Project and Cajalco Road Interim Safety Improvement Project, and documentation of earlier correspondence.</p> <p><b>3/9 – 3/10/2017:</b> Email exchange between S. Bryne and J. Ontiveros regarding coordination and scheduling of monitoring during survey.</p> <p><b>9/15/2017:</b> Ms. Zambon (County) sent J. Ontiveros a letter, draft APE map, site information for the Cajalco Creek area, map set of each project alternative, and Google Earth files of project area.</p>



Native American Group/ Individual	First Contact Certified Letter	Date of Response	Second Contact Phone/Email/ Letter	Date of Response	Additional Contacts Phone/Email/ Letter	Summary of Communications
Soboba Band of Luiseño Indians (continued)					<p>10/9/2018 (emails)</p> <p>10/15/2018 (email)</p> <p>10/21/2019 (mail)</p> <p>11/14/2019 (meeting)</p> <p>12/16/2019, 1/9/2020 (emails)</p>	<p><b>12/6/2017:</b> Email sent to J. Ontiveros regarding review the XPI proposal and involvement in survey. An electronic copy of XPI document was made available via ftp. The email also requested a meeting with Caltrans, the County of Riverside, and consultants to discuss details of the proposal and go over any questions or concerns.</p> <p><b>12/8/2017:</b> A CD containing the XPI proposal for the Project was mailed to J. Ontiveros.</p> <p><b>1/4/2018:</b> Ms. Zambon (County) and County consultants met with J. Ontiveros at County office to discuss the XPI survey. Mr. Ontiveros indicated that the Tribe would provide a Native American Monitor and would send a monitoring agreement.</p> <p><b>1/6/2018:</b> Draft HPSR sent to J. Ontiveros. No comments received.</p> <p><b>1/8/2018:</b> Mr. Ontiveros provided draft Cultural Resource Monitoring Agreement.</p> <p><b>1/29/2018:</b> Field meeting held with resource agencies, County, and ICF to view drainage features throughout project site.</p> <p><b>4/3/2018:</b> Email sent to J. Ontiveros to inquire whether the Tribe had any comments on the Draft HPSR. No comments received.</p> <p><b>8/6/2018:</b> Executed monitoring agreement received via email from J. Valdez (Soboba).</p> <p><b>8/15 – 9/6/2018, 10/18/2018:</b> Talitha Arceo and Jesy Sigler (Soboba) participated as monitors during XPI survey.</p> <p><b>9/10/2018:</b> Email to J. Valdez from S. Bryne (ICF) inquiring as to positive or negative feedback regarding the project. A response to the inquiry was not received.</p> <p><b>10/9, 10/15/2018:</b> Email exchange between J. Valdez and S. Bryne (ICF) availability of a monitor for one additional day for the XPI survey. Ms. Valdez responded that T. Arceo would not be available but that J. Sigler would be the monitor.</p> <p><b>10/21/2019:</b> Caltrans submitted revised Draft HPSR to Soboba (attention of J. Ontiveros) for review.</p> <p><b>11/14/2019:</b> Meeting held at County office regarding comments on HPSR. Attendees: J. Ontiveros (Soboba); G. Jones (Caltrans); M. Zambon (County of Riverside); and, County consultants. Information provided by Soboba was considered and addressed in revised cultural reports.</p> <p><b>12/16/2019 and 1/9/2020:</b> Follow up emails sent to J. Ontiveros (Soboba) from M. Zambon (County) regarding comments on HPSR.</p> <p>No further comments provided.</p>

**CONFIDENTIAL**

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**Pechanga Band of Luiseño Mission  
Indians, letter dated, February 15, 2018**



## **H.4 Additional Public Outreach and Coordination**



#### **H.4.1        Community and Stakeholder Meetings**

## **RAGLM Meeting Notes – 9/15/2010**

### **Speaker 1 - County Cleanup Days**

Grace Escobar - County of Riverside Code Enforcement Department  
Community Improvement Specialist  
951-955-1895

[gescobar@rctlma.org](mailto:gescobar@rctlma.org)

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Grace spoke on the Mead Valley Tire collection event: 9/18/2010

<http://www.raglm.org/communitychat.aspx?postID=908b6173-c918-4153-8299-844c479d5b9e>

She did clarify that you do not need to be a Mead Valley Resident to take your tires there.

Grace also spoke on the Lake Mathews & Gavilan Hills Community Curbside Pick-Up Day: 10/16/2010

<http://www.raglm.org/communitychat.aspx?postID=ce68192e-06b5-434f-abda-c927bb2d6c08>

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### **Speaker 2 - Cajalco Road Expansion**

Juan Perez - County of Riverside Transportation Department  
Director of Transportation  
951-955-6880

[jcperez@rctlma.org](mailto:jcperez@rctlma.org)

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Juan came to speak on the expansion of Cajalco Road. A couple of items below that I just wanted to note.

- In his opinion, it would be 25-30 years before the four lane proposal would be changed and the 2 other lanes would be added. It could stay at 4 lanes for this time frame.
- 15 freeway at the Cajalco on ramp will be expanded to handle the additional traffic, however this is a City of Corona project and is completely separate from the Cajalco expansion project.
- He estimates it will take approximately 3 years to complete the EIR (environmental impact report)
- This will be a 3 stage project: stage 1: from the 215 to El Sobrante; stage 2: El Sobrante to somewhere around La Sierra and stage 3: from La Sierra to the 15.
- It should take around 3 years to begin stage 1 and 5-7 years for the other stages depending on funding.
- A resident requested for the EIR to be on display at the Fire Station for all to see. Juan stated that this should not be a problem and he will also make it available online.
- The question was asked about using rubberized road to help with noise reduction; Juan stated that they are looking into that type of technology.

## **RAGLM Meeting Notes – 9/15/2010**

### **Speaker 3 - Paving of Straw Road/CSA128**

Juan Perez - County of Riverside Transportation Department  
Director of Transportation  
951-955-6880  
[jcperez@rctlma.org](mailto:jcperez@rctlma.org)

### **AND**

Mike Franklin - County of Riverside  
CSA Administration  
951-955-6652  
[mfranklin@rivcoeda.org](mailto:mfranklin@rivcoeda.org)

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8 straw road residents present  
2 straw road residents missing

They stated that they will send out a survey to the residents of this area to get a feel for what the residents want. If you receive a survey and fill it out, PLEASE make sure you send a copy of it to [info@raglm.org](mailto:info@raglm.org) so we may keep a record of it.

They stated that there were two areas of this road that were dedicated to the county and not yet accepted. One of the areas however has not yet been dedicated as it does take approximately .07 of an acre of this resident's property. They stated they would not compensate anyone for the dedication of their property.

They stated they will send a letter from the county to each of the residents that they will not just make the road go through in the future.

When asked why Straw road has not been maintained, they did not have an answer. Then they stated that they need to be notified if the road needs improvement.

There is currently approximately \$340,000 in the CSA fund according to Mike Franklin.

We requested a legal description of a CSA, how it is created and dissolved. Mike did provide this for us:

Policy A21: <http://www.raglm.org/pdfs/CSA/POLICY-A21.pdf>

Policy A48: <http://www.raglm.org/pdfs/CSA/POLICY-A48.pdf>

What is a CSA: <http://www.raglm.org/pdfs/CSA/What is a CSA.pdf>

## **RAGLM Meeting Notes – 9/15/2010**

### **Speaker 3 - Paving of Straw Road/CSA128 Continued**

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We were informed that utility poles would need to be moved for this paving of the road and it would come at the cost to the CSA not the utility company.

Some residents also expressed the concern that their water mains would be covered by the paving of this road. They were told that if they wanted them moved, it would be at their own expense. If there was a break in the water lines, it also would be at the expense of the residents to fix these line breaks.

Juan did propose to pave almost to the end of the road and to stop paving at the start of the last properties driveway. The county would then vacate the offers of dedication on the non-developed part of the road.

A 'Not a Through Street' sign was suggested by the residents to cut down on large truck traffic getting stuck at the end of the road which would then force them to turn around on private property. Juan said that such a suggestion could be proposed.

"Generally, the CSA wants to pave to another paved road."  
"Your CSA Decisions are not Authority." Mike Franklin

They stated that they were **NOT** going to notify all the paying members of this CSA128 for this paving.

Any reimbursement of fencing would come from the County.

If approved, it would be paved sometime next spring.

It is an option for the CSA to contract out the paving and not have it done by the County.

Mike stated that he found out about the requested CSA128 meeting 2 weeks ago.



## **RAGLM Meeting Notes – 9/15/2010**

To keep up to date on issues in YOUR community, join us at YOUR community website: <http://www.raglm.org>

### **RAGLM –Residents Association of Greater Lake Mathews**

3410 La Sierra Ave. #F41  
Riverside, CA 92503

(951) 286-4572

[info@raglm.org](mailto:info@raglm.org)

<http://www.raglm.org>

## **Woodcrest Municipal Advisory Council Meeting**

### **Meeting Summary**

#### **Cajalco Road Widening Project, County of Riverside**

**Date:** October 11, 2012

**Time:** 7 pm

**Location:** Woodcrest Library, 16625 Krameria Avenue, Riverside

**Presenter:** Juan C. Perez, Director, Riverside County Transportation & Land Management Agency

Juan C. Perez provided an update about the Cajalco Road Widening Project to members of the Woodcrest Municipal Advisory Council (MAC) during their regularly scheduled meeting. Also present were Ed Ng from AECOM and Cheryl Donahue from Arellano Associates. There were 26 people present at the meeting.

Meeting participants asked the following questions or made the following comments:

- Is there a chance of getting a sign on Washington Street to prevent right turns on Krameria Avenue in the mornings? Traffic is congested from the school. Can school traffic be funneled onto Van Buren Boulevard and not onto Krameria?
- Alternative 2 would impact the El Sobrante area. Alternative 1 may be more viable.
- Is it possible to install speed bumps on Krameria?
- Could radar speed signs be placed to remind drivers to slow down in the area?
- On Porter Avenue, near Krameria, the speed limit is 40 MPH. Can the speed limit be reduced, since this is a residential area?
- The landscaping contractor hired by Riverside County is not doing a good job. Attention is needed along Washington Street and Nandina Avenue and in other areas nearby.

# Mead Valley Municipal Advisory Council Meeting

## Meeting Summary

### Cajalco Road Widening Project, County of Riverside

**Date:** October 17, 2012

**Time:** 7 pm

**Location:** Mead Valley Library, 21580 Oakwood Avenue, Riverside

**Presenter:** Scott Staley, Riverside County Transportation & Land Management Agency

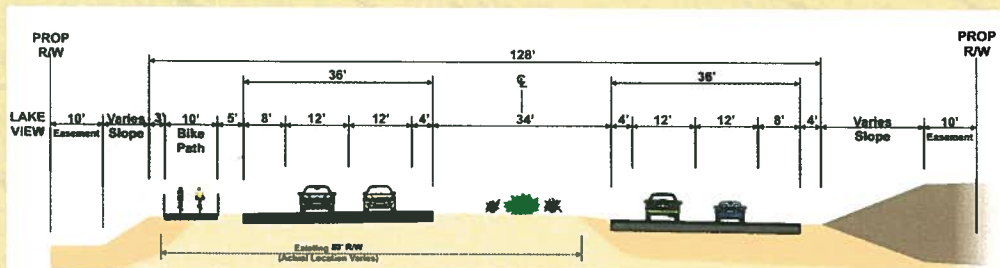
Scott Staley provided an update about the Cajalco Road Widening Project to members of the Mead Valley Municipal Advisory Council (MAC) during their regularly scheduled meeting. Also present were Mary Zambon of the County of Riverside, Ed Ng from AECOM and Cheryl Donahue from Arellano Associates. There were 38 people present at the meeting, including County Supervisor Bob Buster.

Meeting participants asked the following questions or made the following comments:

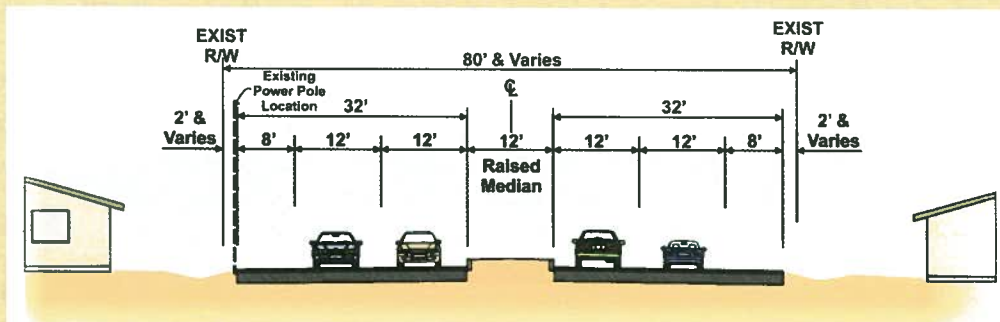
- When would construction start?
- Why are four public scoping meetings being held, when Scott said that one or two are usually standard?
- What can be done to expedite the project?
- Cajalco Road is very dangerous; many fatal collisions. Residents refer to it as “blood alley.”
- Business traffic/trucks are cutting off access to residential areas. Residents can’t get in and out of their driveways, due to heavy back-up at traffic signals. Can anything be done to adjust the timing of traffic signals in the area?
- What is the status of a new traffic signal at Cajalco and Alexander? Are federal funds needed for the project, since the Boulder Springs development is not moving forward?
- Are drainage improvements going to be made to the area near Cajalco and Brown Street?
- What is the status of a stop sign at Harvill and Cajalco? (Resident requested information from the County two months ago, but hasn’t heard back yet).
- If residents contacted Sacramento, could the approval process for the project escalate?
- What is the status of the EMWD pump station in the area?
- How are the Mid-County Parkway Project and the Cajalco Road project different? Are they on the same schedule?
- Is there any way to hold the two public scoping meetings on the same night so that residents on the east end of the project can collaborate with residents on the west end of the project? It’s important to share ideas along the corridor.
- How many homes will be affected by right of way needs?
- The east and west ends of the Cajalco project area have different needs. Where is the dividing line?
- Can the project be expedited by splitting the ends from the middle and working on improvements near the I-15 and I-215 interchanges?
- Can someone from TMLA attend the Nov. 14 meeting to discuss safety along Cajalco and other improvements that may be possible?

# Proposed Project

Widen Cajalco Road from two to four lanes between Harvill Avenue and Temescal Canyon Road, and from four to six lanes between the I-215 southbound ramps and Harvill Avenue



Cross Section:  
From East of Temescal Canyon Road to Harley John Road



Cross Section:  
From Harley John Road to Extravaganza Lane  
From Barton Street to Harvill Avenue  
Raised Median Section

## Estimated Key Dates

- **Early/Mid 2015** - Complete technical studies
- **Early/Mid 2016** - Public circulation of Draft EIR/EIS
- **Mid/Late 2016** - Identify preferred alternative
- **Early/Mid 2017** - Obtain project approval
- **Subject to Funding** – Provide public update prior to start of construction



**Join Supervisor Kevin Jeffries and**

**THE TEMESCAL VALLEY MUNICIPAL ADVISORY COUNCIL**

# *Temescal Valley* **Town Hall Meeting**

**Speakers will  
be coming out  
soon!**

**[TemescalNews.com](http://TemescalNews.com)**

**and Much More!**



**March 12 2014**

**Starts at 6 P.M**

**Temescal Valley Elementary School  
22950 Claystone Ave.  
Corona, CA 92883**

# WE ARE TEMESCAL VALLEY

Welcome to WeAreTV.org. Our site provides a news forum for the purpose of preserving, promoting and protecting the Temescal Valley "Sense of Community." We hope to accomplish this goal by making WeAreTV.org your portal site for everything you need to know about our Valley.

## Town hall provided lots of info

About 120 residents turned out for the March 12 town hall meeting sponsored by county 1st District Supervisor Kevin Jeffries and the Temescal Valley Municipal Advisory Council (MAC). The event is held each year to update residents about what's happening in the Valley and to explain county services available to them.

Below are key points discussed at the meeting by each county department representative and how to reach that person if you have a question. We've also included links to the department websites.



*Photo by Kristen Huyck*

### **KEVIN JEFFRIES**

**Riverside County Supervisor, District 1**

<http://www.rivcodistrict1.org/opencms/district1@rcbos.org>

(951) 955-1010

Welcomed the audience and gave a quick review of his 15 months in office. He addressed future development in the Valley with the two questions he asks developers. 1. Is it compatible? 2. When are you going to present it to the MAC?

### **MICHELLE MARTINEZ BARRERA**

**Assessor-County Clerk-Recorder**

<http://riverside.asrclkrec.com/martineb@asrclkrec.com>

(951) 955-6200

This office is responsible for all property value assessments and is the keeper of all types of vital records — marriage, birth and death certificates. It also issues fictitious business name affidavits.

You can look up property values in your neighborhood by visiting the property sales viewer on the website and typing in an address. Here's the link to that tool:

<http://www.asrclkrec.com/Assessor/AssessorServices/PropertyInformationCenter.aspx>

## **DON KENT**

### **Treasurer-Tax Collector**

<http://www.countytreasurer.org/>

[ttc@co.riverside.ca.us](mailto:ttc@co.riverside.ca.us)

(951) 955-3900

This department collects all county taxes. Each year it mails 960,000 tax bills and receives 300,000 phone calls. The treasurer also is responsible for investments in the Treasurer's Pool Investment Fund. Our fund totals \$5.4 billion and has a triple-A rating. Remember the Orange County bankruptcy? Non-performing Investments in its fund eventually caused the bankruptcy.

## **CAPT. SHELLY KENNEDY-SMITH**

### **Riverside County Sheriff**

<http://www.riversidesheriff.org/press/>

(951) 245-3300

## **LT. ZACH HALL**

[zhall@riversidesheriff.org](mailto:zhall@riversidesheriff.org)

(951) 245-3329

Capt. Kennedy-Smith announced she had been with the Lake Elsinore station for about two years and had enjoyed working with Valley residents, but is joining the executive team for Sheriff Stan Sniff and will be leaving the local station. She said her replacement will be Capt. Leonard (Lennie) Hollingsworth and that Lt. Zach Hall will continue in his role as our community liaison. She said crime statistics just released for 2013 showed a decrease in Part I crimes — homicides, robberies, assaults, etc. She also noted the department continues to hire new deputies to reach the goal of 1.2 deputies per 1,000 people.

## **CHIEF TONY MECHAM**

### **Riverside County Fire/ CalFire**

<http://www.rvcfire.org/Pages/default.aspx>

[Tony.Mecham@fire.ca.gov](mailto:Tony.Mecham@fire.ca.gov)

(951) 340-1816

Div. Chief Mecham apologized for County Fire Chief John Hawkins, who was ill and couldn't attend the town hall. In the past and with his obvious love for what he does, Chief Hawkins has always been a "tough act to follow."

Mecham explained that CalFire is the agency that serves as the Riverside County Fire Department. It employs about 2,000 people — 1,200 from state, 250 from county, 250-300 volunteers and an inmate crew of 300.



*Photo by Glen Nelson*

He said he is extremely concerned that the drought poses a serious threat this fire season and that 95 percent of the vegetation in our hills is dead. He also noted that the department is working on fuel modification for Sycamore Creek and Trilogy, and an evacuation plan for Dawson Canyon.

The department's five-year plan calls for the reopening of Station 15 and moving it somewhere south of Weirick road. He said this could happen in two to five years.

## **JUAN PEREZ**

### **Transportation Land Management Agency**

<http://www.rctlma.org/>

[JCPEREZ@rctlma.org](mailto:JCPEREZ@rctlma.org)

(951) 955-4608

The department is responsible for building, safety, roads and code enforcement, as well as transportation and land management. Currently, the environmental impact report is being prepared for the Cajalco Expressway widening project which will run from Temescal Canyon Road to Interstate 215. According to the county website, "project approval is anticipated by early to mid-2017. Construction would be scheduled to start following project approval, subject to securing funding."

Perez urged Temescal Valley residents to attend MAC meetings. He said it was a MAC request that brought about the barriers on the 15 freeway along Knabe Road. The barriers reduce freeway glare for motorists on Knabe and offer some protection from freeway accidents that could impact homes and drivers on Knabe.



**BRITT STARKWEATHER****Code Enforcement**

<http://www.rctlma.org/ce/default.aspx>

[bstarkwe@rctlma.org](mailto:bstarkwe@rctlma.org)

(951) 776-3239

Starkweather said the department handles all types of enforcement issues including graffiti, illegal dumping and weed abatement. The Valley is served by the office at 17650 Cajalco Road — phone: 951-776-3233. He said once an enforcement complaint is filed, it takes the department 15 to 30 days to respond, unless it's an emergency or public safety issue. "And we will cite," Starkweather said. Violators will pay fines between \$100 to \$500 depending on how quickly the violation is remedied.

**DOTTIE MERKI****Environmental Health**

<http://www.rivcoeh.org/opencms/index.html>

[DEllisme@rivcocha.org](mailto:DEllisme@rivcocha.org)

(951) 358-5172

This department deals with issues such as hazardous materials, trash and sewage complaints, swimming pool inspections, vector control, standing water, and permanent year-round permitting for food trucks.

**ART TINOCO****Registrar of Voters**

<http://www.election.co.riverside.ca.us/>

[ATinoco@co.riverside.ca.us](mailto:ATinoco@co.riverside.ca.us)

(951) 486-7310

The registrar's office is responsible for voter registration and administering public elections. It also handles maps, precincts, polling places and petition signature verification, as well as recruiting and training election officers. Tinoco said that in even years the department oversees seven to 10 elections, but in odd years there could be anywhere from four to seven elections. He said the office currently is gearing up for the June 3 primary and recruiting the 3,000 volunteers needed on election day.

**ANNE MAYER****Riverside County Transportation****Commission**

<http://www.rctc.org/>

(951) 787-7141

The commission is comprised of 34 members



*Photo by Glen Nelson*

from each of the county's cities and all five county supervisors, and administers the transportation funds.

Mayer said motorists should start noticing work on State Route 91 through Corona as the \$1.3 billion widening project gets under way. The widening will add two lanes in each direction, plus an additional lane. She said by this summer the restriping of the westbound lane at the 91/15 interchange should be complete, easing the merging problems experienced at main street. The entire project should be finished in

2017 and will roll into the 15 freeway widening which will add two toll lanes from Cajalco road to State Route 60. She said the EIR for that project is being prepared now and people should check the public notices for the comment period.

## **RENEE DAR-KHAN**

### **Office of Aging**

<http://www.rcaging.org/>

[rdarkhan@co.riverside.ca.us](mailto:rdarkhan@co.riverside.ca.us)

(951) 867-3800

This department is dedicated to providing an enhanced quality of life for the county's elderly and keeping people independent. Most of the programs offered are free of charge and the department deals with an annual 40,000-call volume. Services offered include support, nutrition, transportation, case management and employment. Support is also available for care givers and family members. The information call center phone number is 1-800-510-2020.

## **GRANT GAUTSCHE**

### **Veteran Services**

<http://veteranservices.co.riverside.ca.us/opencms/>

[GAUTSCHE@co.riverside.ca.us](mailto:GAUTSCHE@co.riverside.ca.us)

(951) 276-3060

This department was formed in 1930 and has generated \$18 million for veteran services. Popular programs include VA home loans, education, rehabilitation, life insurance and burial. Gautsche said he likes to think of the department as a "one stop for veterans' needs."

## **LISA BRANDL**

### **Economic Development Agency**

<http://www.rivcoeda.org/>

[LBrandl@rivcoeda.org](mailto:LBrandl@rivcoeda.org)

(951) 955-1309

This department with its 20 divisions has a huge task — improve the economy of Riverside County. A few of those divisions are workforce development, housing authority, library system, aviation, real estate service, and foreign trade.

Brandl said the Western County Bookmobile is at Deleo Park from 9 to 11 a.m. on Tuesdays. She said with a county library card people can download language courses and books, as well as check out books online.

Exhibitors at the town hall included:

**Assemblywoman Melissa Melendez**

<http://arc.asm.ca.gov/member/AD67/>

(951) 894-1232

Contact: Deni Horne

[denise.horne@asm.ca.gov](mailto:denise.horne@asm.ca.gov)

**California Highway Patrol**

(951) 637-8000

**El Cerrito Library**

<http://rivlib.info/el-cerrito-library/>

(951) 270-5012

Contact: Nancy Reiter

[ncreiter@hotmail.com](mailto:ncreiter@hotmail.com)

**Lee Lake Water District**

<https://www.llwd.org/index.cfm>

(951) 277-1414

**Riverside County Flood Control**

<http://www.floodcontrol.co.riverside.ca.us/>

(951) 955-1200

**Riverside County Office of Emergency Services**

<http://www.rvcfire.org/ourDepartment/OES/Pages/default.aspx>

Contact: Sandy Isom

(951) 955-5661

**Riverside County Park and Open-Space District**

<http://www.rivcoparks.org/>

(951) 955-4310

**Riverside County Waste Management**

<http://www.rivcowm.org/opencms/>

(951) 486-3200

**Southern California Edison**

<https://www.sce.com/>

(800) 655-4555

Contact: Louis Davis

[louis.davis@sce.com](mailto:louis.davis@sce.com)

(951) 928-8308

**Southern California Gas Company**

(800) 427-2200

Contact: Lea Petersen

[LPetersen@SempraUtilities.com](mailto:LPetersen@SempraUtilities.com)

**Waste Management Inc.**

Landfill: (951) 277-1740

Contact: Miriam Cardenas

[mcarden4@wm.com](mailto:mcarden4@wm.com)

Hauling: (951) 280-5400

**We are Temescal Valley**

[www.WeAreTV.org](http://www.WeAreTV.org)

[WeAreTV.org@gmail.com](mailto:WeAreTV.org@gmail.com)

**91 Project**

<http://www.sr91project.info/>

(877) 770-9191

Contact: Eliza Echevarria

[eechevarria@rctc.org](mailto:eechevarria@rctc.org)





# RAGLM

3410 La Sierra Ave. #F41 ~ Riverside, CA 92503 ~ (951) 286-4572



17

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Your official community website for the *Lake Mathews, Gavilan Hills, Gavilan Springs, Mockingbird and Woodcrest* areas.

"To keep the rural lifestyle, protect the open spaces, and to preserve the wildlife in our area known as Greater Lake Mathews."

## Next Meeting

Wednesday - January 20, 2016 - 7:00 p.m.

16451 El Sobrante Road - Lake Mathews [Map It!](#)

### Cajalco Expansion

Transportation Dept.

Come learn about any new developments with the future Cajalco Expansion project.

[Previous Meetings](#)

RAGLM meets the 3rd Wednesday of every month.



### Most Recent Post

1/19/2016 11:45:28 AM

by: Beverly

[broken community mail slot](#)

Well the scoundrels have done it again. The community mail cluster of boxe...

## Cajalco Expansion Project

Cajalco Expressway is being widened to a four lane road with a two lane median

[Click to Learn More](#)

EXIT 91

Cajalco Rd  
NEXT RIGHT

**UNIQUE  
ZIP CODE  
92570 ?**



### Fire Information

Provided By:  
Cal Fire | [www.fire.ca.gov](http://www.fire.ca.gov)



Check  
Local  
Traffic



CA.GOV  
DEPARTMENT OF  
FISH AND GAME



Can't find something, search for it here:

Search

### January - 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

[View Full Calendar For Local Events](#)

[Add Your Community Event](#)

### Poll Question: View All Polls

Vote now and tell us how you feel.

20 Surveyed

How do you feel about the Proposed Welcome to Lake Mathews Signs?

- ☐ In favor of the signs in the proposed locations 45%
- ☐ In favor of signs but not the proposed locations 30%
- ☐ Do not want the signs at all 20%
- ☐ Do not care 5%

[Take a Different Poll](#)

[Learn More...](#)



LOCAL  
NEWS

### Website Statistics

Days Online: 2007  
Members: 269  
Polls: 16  
Poll Answers: 264  
Posts: 1389  
Replies: 1790  
Thread Views: 1,150,409



### Community Services

Click here for a full list of services in our area. Everything you need to keep your house on.

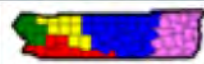


### Emergency Numbers

Click here for a full list of emergency and important phone numbers in our area.

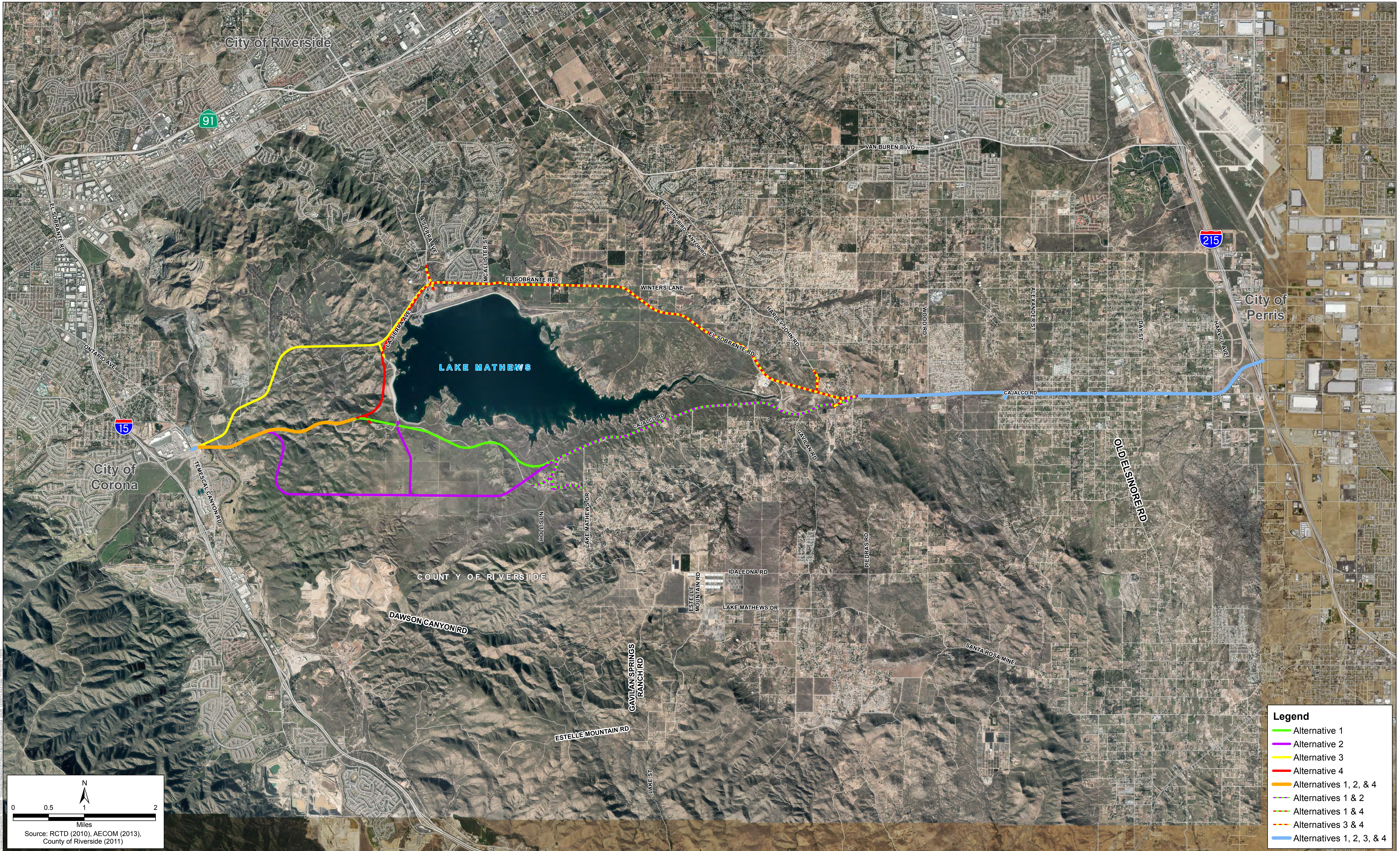
[Become a member now for FREE and stay up to date on issues in your community!](#)

### RIVERSIDE COUNTY GENERAL PLAN



Request DEIR  
Information





0 0.5 1 2  
Miles  
Source: RCTD (2010), AECOM (2013),  
County of Riverside (2011)

- Legend**
- Alternative 1
  - Alternative 2
  - Alternative 3
  - Alternative 4
  - Alternatives 1, 2, & 4
  - Alternatives 1 & 2
  - Alternatives 1 & 4
  - Alternatives 3 & 4
  - Alternatives 1, 2, 3, & 4

DRAFT - CONCEPTUAL

Alternatives 1 – 4  
Cajalco Road Widening Project





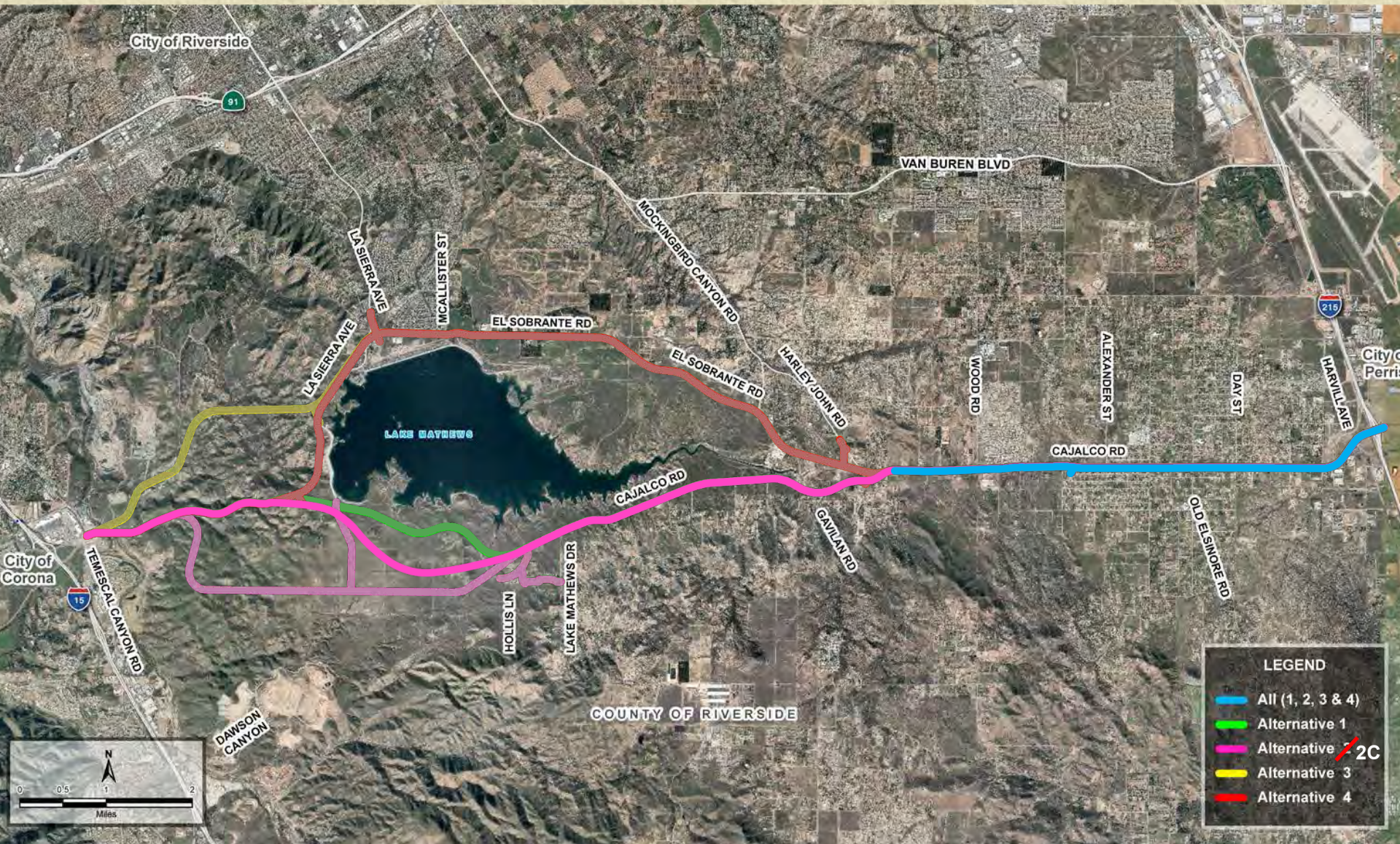
# **Cajalco Road Widening and Safety Enhancement Project**

**RAGLM Public Update Meeting**

**January 20, 2016**



# Proposed Alternatives

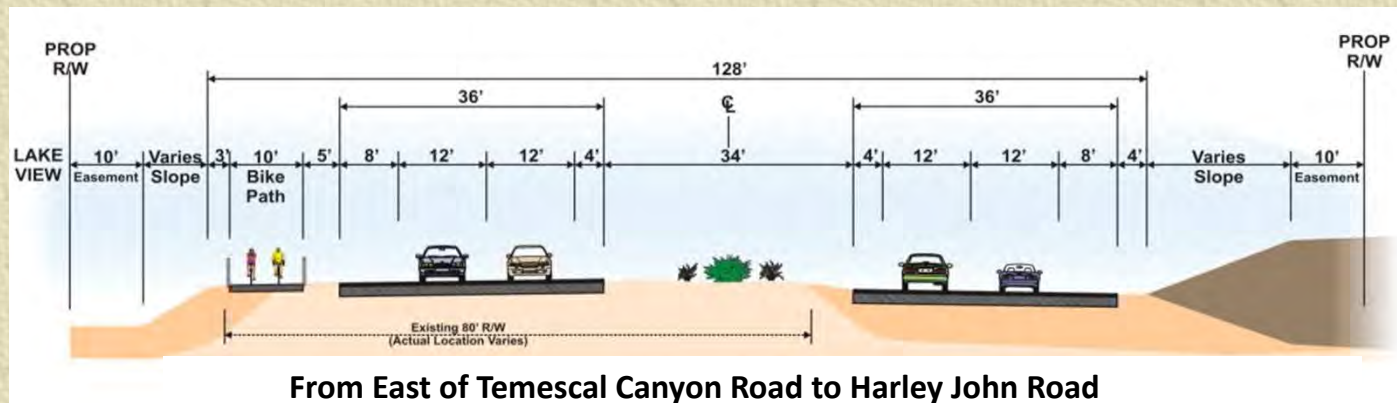
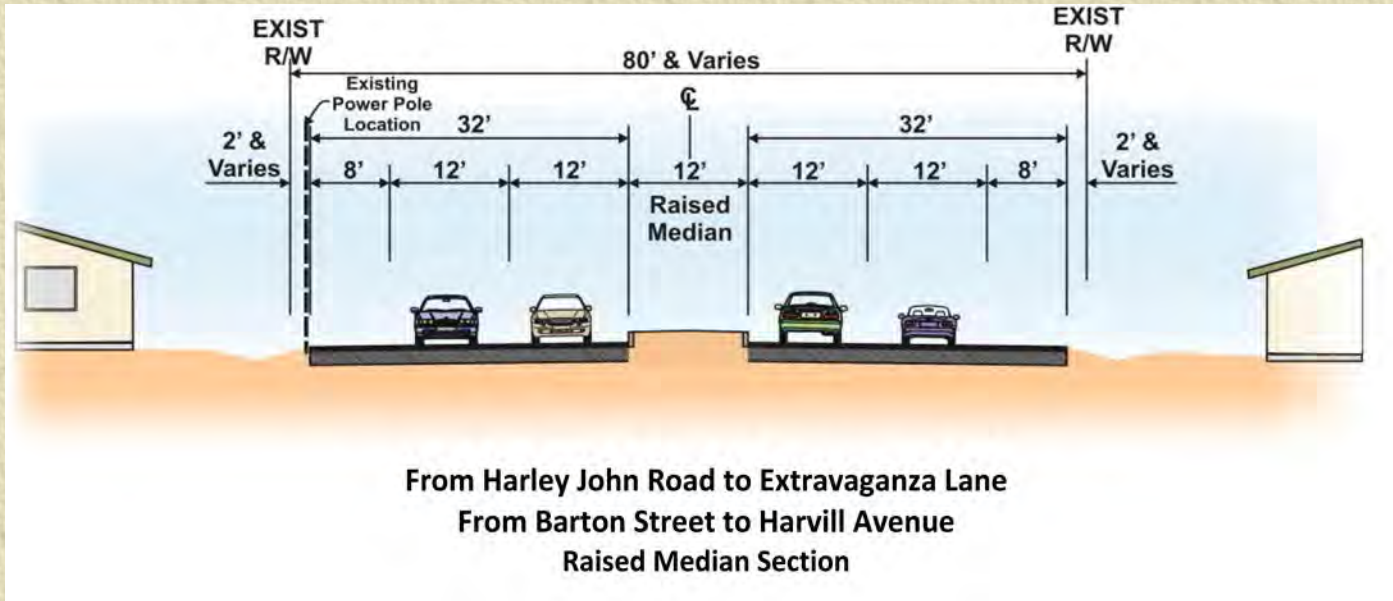




# Project Components

- Generally follows existing alignment
- Wildlife crossings
- Drainage improvements
- Construct medians
- Some property acquisition needed
- Safety enhancements:
  - Construct medians
  - Pave roadway shoulders
  - Improve curves between Temescal Canyon Road and El Sobrante Road
  - Add left- and right-turn pockets
  - Add roadway signages
  - Improve existing traffic signals and install new traffic signals
  - Install object markers and safety lighting at intersections

# Cross Sections





# Technical Studies

- Traffic
- Biological resources
- Noise
- Water quality
- Hazardous materials/waste
- Geotechnical assessment
- Cultural resources
- Air quality
- Visual/aesthetics
- Community impacts
- Paleontological resources
- Floodplains
- Relocation impacts



# Project History

## 2010 - 2011

- Resource coordination meetings held with RCA, RCHCA, USFWS, CDFW and MWD
- Focused biological resource surveys (rare plants, burrowing owl, riparian birds)
- Letters sent to NAHC list Tribes
- CEQA NOP/Initial Study circulated
- CEQA public scoping meetings
- Environmental advocacy group meeting
- Conceptual designs developed
- Access to 1000+ properties coordinated

## 2012

- Multiple community meetings
- Resource coordination meetings
- Jurisdictional delineation
- Letters sent to historical organizations and local agencies to solicit input
- Notice of Intent to prepare an EIS published in Federal Register
- Letters of Invitation for Participating and Cooperating agencies distributed
- NEPA public scoping meetings
- Agency scoping meeting



# Project History

## 2013

- Resource coordination meetings
- Community meetings
- Focused biological resource surveys (fairy shrimp/vernal pool, Stephens' kangaroo rat)
- Letters sent to NAHC list Tribes
- Tribal coordination meeting
- Letters distributed to Participating and Cooperating agencies for input on project description and purpose and need
- New Alternatives 3 and 4 added
- Preliminary traffic analysis

## 2014

- Community meetings
- Focused biological resource surveys and studies (rare plants, burrowing owl, riparian birds, bat habitat, wildlife crossings)
- Jurisdictional delineation
- Resource coordination meetings
- Tribal coordination meeting
- Design modifications in response to agency and public input

# Project History

## 2015

- Resource coordination meetings with ACOE, RCFCWCD, RCA, RCHCA, USFWS, CDFW and MWD
- Multiple community meetings
- Focused biological resource surveys (rare plants, burrowing owl, riparian birds)
- Letters distributed to Participating and Cooperating agencies for input on range of alternatives and methodology
- Biological resource studies (fairy shrimp/vernal pool, Stephens' kangaroo rat, wildlife crossings)
- Tribal coordination meetings

## 2016

- Resource coordination meeting with RCA, USFWS and CDFW
- Utility coordination meeting with Southern California Edison
- Community meeting

# Next Steps

Consider input from meetings/written comments in Draft Env Document



Continue technical, engineering, environmental studies



Present Draft Environmental Document for public review and include responses in Final Environmental Document



Identify preferred project alternative, with consideration of public and agency comments



Obtain project approval



Provide project update prior to construction

# Project Contacts

- Cheryl Donahue, Community Outreach, (909) 528-6453
- Scott Staley, Project Manager, (951) 955-2092
- Mary Zambon, Environmental Project Manager, (951) 955-6759
- Frances Segovia, Spanish Interpreter, (951) 955-1646



# Thank You

- We appreciate your interest and feedback in this very important project.

Any Questions?




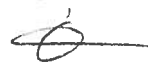


# Cajalco Road Widening and Safety Enhancement Project

Meeting, Residents Association of Greater Lake Mathews

Lake Mathews Fire Station Community Room, 16453 El Sobrante Road, Riverside, CA 92503

Wednesday, January 20, 2016

NAME	ORGANIZATION/AFFILIATION	ADDRESS	E-MAIL ADDRESS / TELEPHONE NUMBER
Bert Prosser			657-1884
Sandy Rytch	RAGLM	16240 Pansy St. Peers	951-657-4898
Adel Salem	RAGLM	Harley John Riverside	951-
Joy Robinson	RAGLM	16105 Pansy Gardian Hills	951-657-7930
Terry & Ann Grill	RAGLM	19828 Smith Rd Lake Mathews	951-780-2919
Elaine Wilson	RAGLM	21663 Monument Dr Granite Hills,	951-780-2714

**You can contact us  
In Person, By Mail, By Phone, and By Email**

*We welcome your feedback and appreciate your views*

Hear from various County Agencies and discuss  
important community issues with the

## Woodcrest Town Hall Meeting



County of Riverside  
4080 Lemon Street, 5th Floor  
P.O. Box 1527  
Riverside, CA 92502  
951.955.1010 Office 951.955.1019 Fax  
TKetcham@rcbos.org  
www.supervisorjeffries.org



County of Riverside  
Board of Supervisors  
County Administrative Center  
P.O. Box 1527  
Riverside, CA 92502

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**PAID**  
San Bernardino, CA  
PERMIT NO. 2051

ECRWSS

POSTAL CUSTOMER

# Woodcrest

# Woodcrest Town Hall

## INVITED COUNTY DEPARTMENTS INCLUDE:

- RIVERSIDE COUNTY BOARD OF SUPERVISORS
- RIVERSIDE COUNTY FIRE/CALFIRE
- RIVERSIDE COUNTY SHERIFF
- CODE ENFORCEMENT
- EMERGENCY MANAGEMENT FOR RIVERSIDE COUNTY
- REGISTRAR OF VOTERS
- ANIMAL SERVICES
- VETERANS SERVICES
- OFFICE ON AGING
- WOODCREST LIBRARY

- ECONOMIC DEVELOPMENT AGENCY
- WORKFORCE DEVELOPMENT
- RIVERSIDE COUNTY PLANNING DEPARTMENT
- RIVERSIDE COUNTY DISTRICT ATTORNEY'S OFFICE
- RIVERSIDE COUNTY ENVIRONMENTAL HEALTH
- TRANSPORTATION LAND MANAGEMENT AGENCY

## ADDITIONAL DEPARTMENTS & AGENCIES PRESENT:

- Riverside County Transportation Commission (RCTC)
- Riverside County Flood Control and Water Conservation District
- Southern California Gas Company
- Waste Management, Inc.
- Office of Assemblywoman Melissa Melendez
- Office of Senator Jeff Stone
- Riverside Unified School District



Thursday, November 10, 2016

6pm-7:30pm

(Doors open at 5:30pm)

**Woodcrest Elementary School**  
**16940 Krameria Avenue**  
**Riverside, CA 92504**





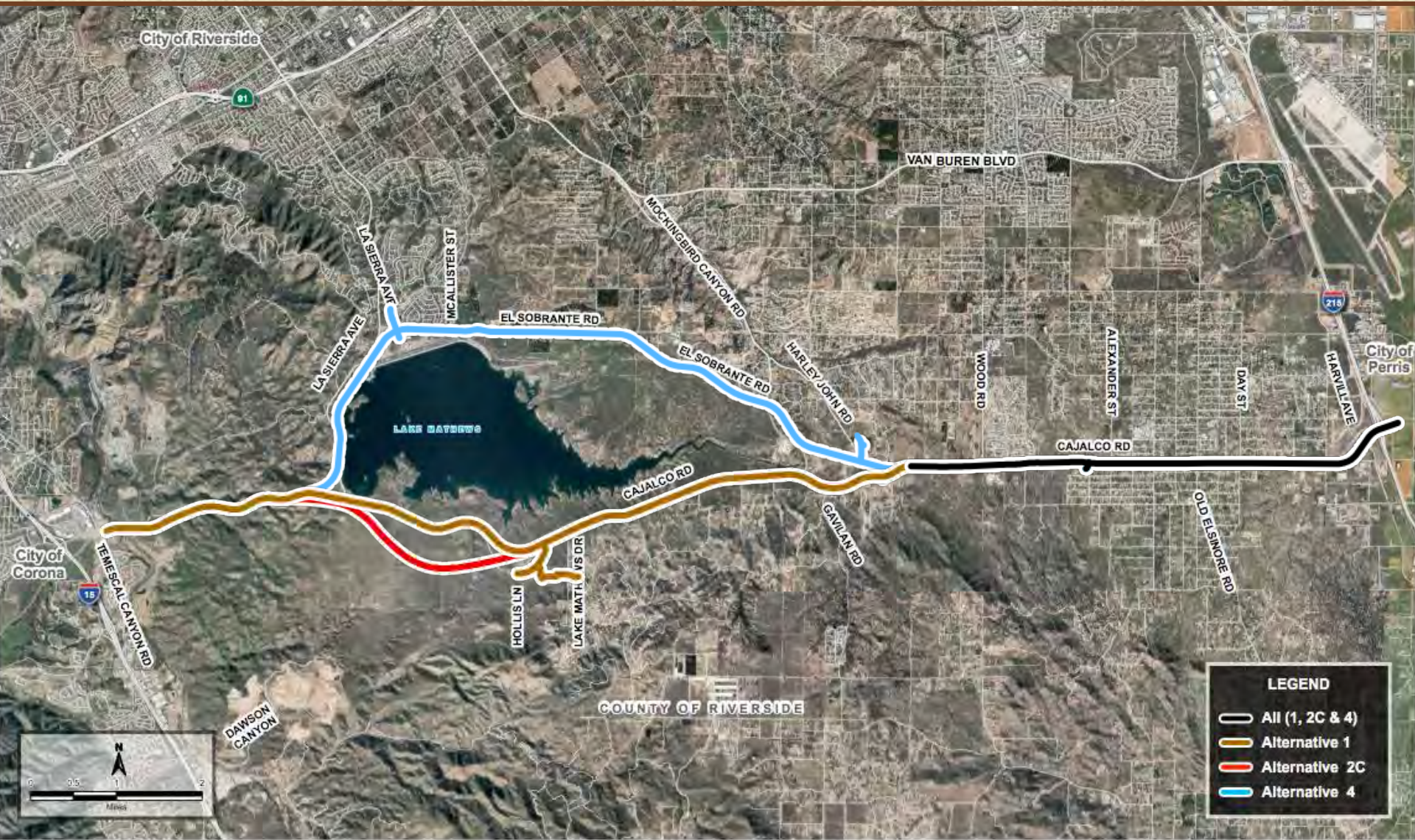
# **Cajalco Road Widening and Safety Enhancement Project**

**RAGLM Public Update Meeting**

**April 19, 2017**



# Proposed Alternatives

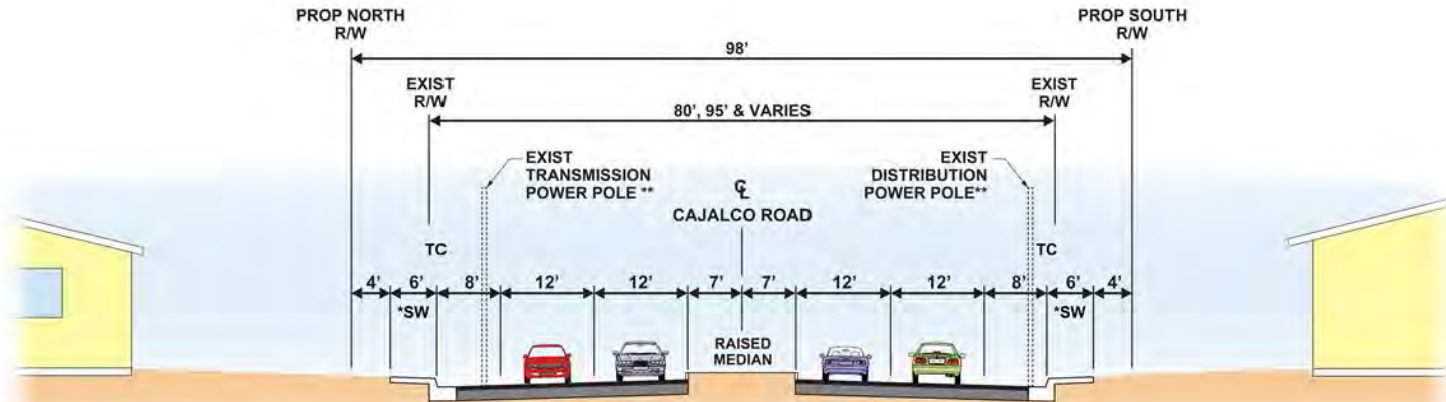




# Project Components

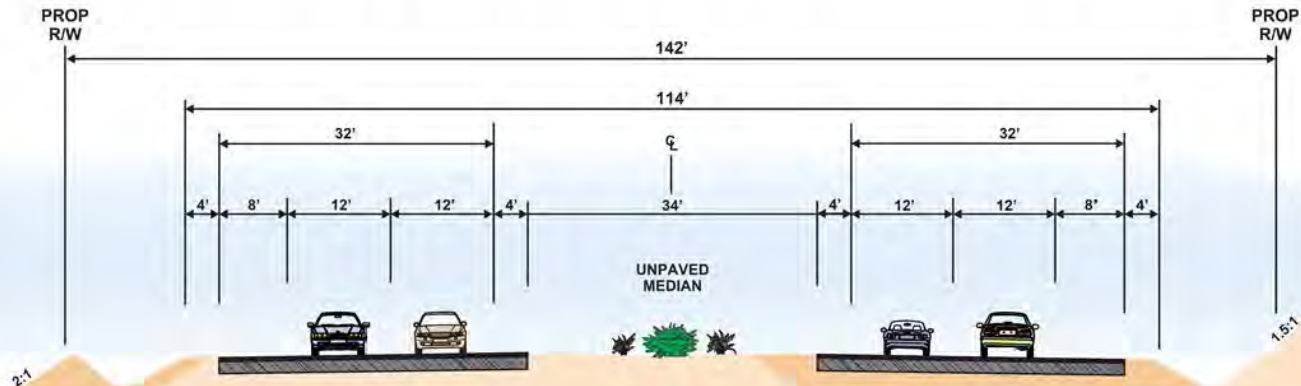
- Follows existing alignment from I-215 ramps to Cowan Road; modified alignments west to Temescal Canyon Road
- Wildlife crossings
- Drainage improvements
- Construct medians
- Some property acquisition needed
- Safety enhancements:
  - Construct medians
  - Pave roadway shoulders
  - Improve curves between Temescal Canyon Road and El Sobrante Road
  - Add left- and right-turn pockets
  - Add roadway signage
  - Improve existing traffic signals and install new traffic signals
  - Install object markers and safety lighting at intersections

# Cross Sections



## Raised Median from Harley John Road to Harvill Avenue

- \* Sidewalk will be located on one side only and R/W not required on other side
- \*\* Location of power poles varies in relation to existing R/W and roadway



## From east of Temescal Canyon Road to Harley John Road



# Technical Studies

- Traffic
- Biological resources
- Noise
- Water quality
- Hazardous materials/waste
- Geotechnical assessment
- Cultural resources
- Air quality
- Visual/aesthetics
- Community impacts
- Paleontological resources
- Floodplains
- Relocation impacts



# Project History

## 2010 - 2011

- Resource coordination meetings held with RCA, RCHCA, USFWS, CDFW and MWD
- Focused biological resource surveys (rare plants, burrowing owl, riparian birds)
- Letters sent to NAHC list Tribes
- CEQA NOP/Initial Study circulated
- CEQA public scoping meetings
- Environmental advocacy group meeting
- Conceptual designs developed
- Access to 1000+ properties coordinated

## 2012

- Multiple community meetings
- Resource coordination meetings
- Jurisdictional delineation
- Letters sent to historical organizations and local agencies to solicit input
- Notice of Intent to prepare an EIS published in Federal Register
- Letters of Invitation for Participating and Cooperating agencies distributed
- NEPA public scoping meetings
- Agency scoping meeting



# Project History

## 2013

- Resource coordination meetings
- Community meetings
- Focused biological resource surveys (fairy shrimp/vernal pool, Stephens' kangaroo rat)
- Letters sent to NAHC list Tribes
- Tribal coordination meeting
- Letters distributed to Participating and Cooperating agencies for input on project description and purpose and need
- New Alternatives 3 and 4 added
- Preliminary traffic analysis

## 2014

- Community meetings
- Resource coordination meetings
- Tribal coordination meeting
- Site access obtained for Alternatives 3 and 4 alignment surveys
- Focused biological resource surveys and studies (rare plants, burrowing owl, riparian birds, bat habitat, wildlife crossings, Jurisdictional delineation)
- Design modifications in response to agency and public input

## 2015

- Tribal coordination meetings

# Project History

## 2015 cont'd

- Multiple community meetings
- Resource coordination meetings with ACOE, RCFCWCD, RCA, RCHCA, USFWS, CDFW and MWD
- Biological resources surveys and studies (rare plants, burrowing owl, riparian birds, fairy shrimp/vernal pool, Stephens' kangaroo rat, wildlife crossings)
- Letters distributed to Participating and Cooperating agencies for input on range of alternatives and methodology
- Alternative 2 replaced with Alternative 2C

## 2016

- Resource coordination meetings with RCA, USFWS, CDFW and MWD
- Utility coordination meeting with Southern California Edison
- Multiple community meetings
- Tribal coordination meetings
- Bi-monthly calls with Participating and Cooperating agencies
- Biological resources surveys and studies (riparian birds, jurisdictional delineation, Stephens' kangaroo rat)
- Design modifications in response to agency and public input
- Potential mitigation lands reviews



# Project History

## 2016 cont'd

- Cultural resources surveys (archaeological and built environment)
- Coordination of new/renewed survey access permits

## 2017

- Resource coordination meetings with RCFCWCD, RCA, USFWS, CDFW, RMC and MWD
- Biological resources surveys and studies (riparian birds, jurisdictional delineation, Stephens' kangaroo rat)

## 2017 cont'd

- Community meeting
- Tribal coordination meeting
- Historic Property Survey Report with Archaeological Survey Report and Historic Resources Compliance Report submitted for Caltrans' review
- Caltrans' approval of Initial Site Assessment and Traffic Operations Analysis Report
- Submittal of air quality analysis to Transportation Conformity Working Group
- Alternative 3 removed in response to agency input

# Next Steps

Consider input from meetings/written comments in Draft Env Document



Continue technical, engineering, environmental studies



Present Draft Environmental Document for public review and include responses in Final Environmental Document



Identify preferred project alternative, with consideration of public and agency comments



Obtain project approval



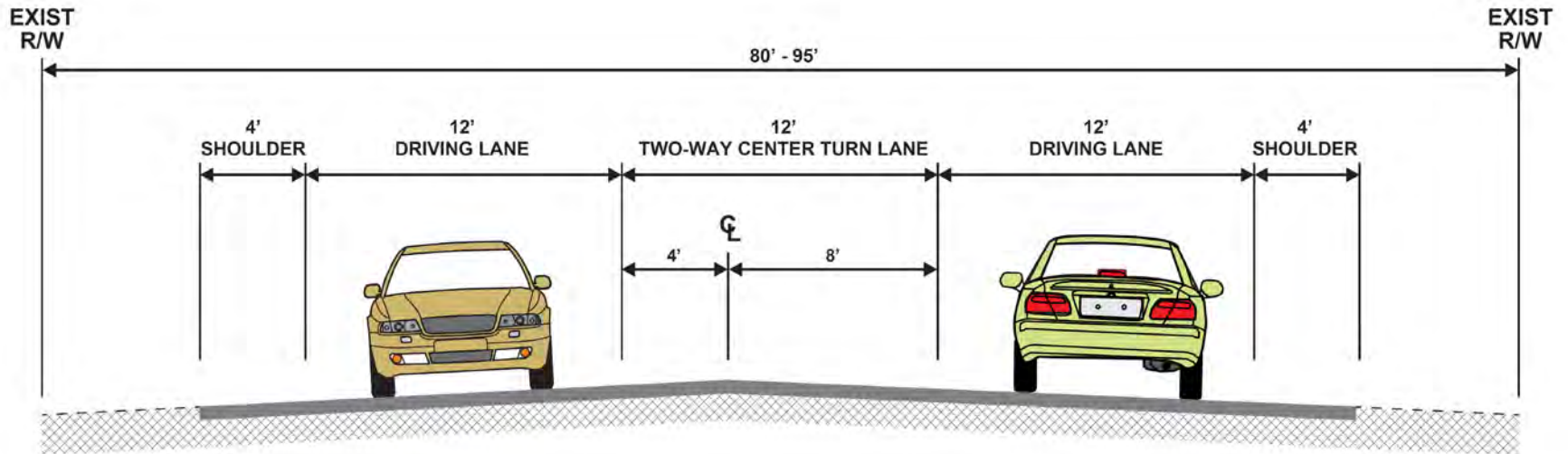
Provide project update prior to construction



# Interim Safety Project



# Interim Safety Project





# Project Timeline

- Received Highway Safety Grant November 2015
- Environmental Document completed December 2016
- Right of Way acquisitions in progress
- Utility relocations expected late 2017 - early 2018
- Construction expected to begin early 2018

# Interim Safety Project



An aerial photograph of a four-way intersection. A large green sign with white text 'Clark St' is centered over the intersection. To the left, a 'Bus Pad' is marked on the road. To the right, another 'Bus Pad' is marked. A traffic light is visible at the intersection, with an arrow pointing to it from the text 'Existing Signal to b'. The road has multiple lanes with white and yellow markings. The surrounding area is mostly dry, grassy land with some trees and buildings.

## Clark St

**Existing Signal to b**

**Bus Pad**

**Bus Pad**

# Project Contacts

- Cheryl Donahue, Community Outreach, (909) 528-6453
- Scott Staley, Project Manager, (951) 955-2092
- Mary Zambon, Environmental Project Manager, (951) 955-6759
- Frances Segovia, Spanish Interpreter, (951) 955-1646



# Thank You

- We appreciate your interest and feedback in this very important project.

Any Questions?





## Why is the Cajalco Project needed?

### Accomodate population growth and related increased traffic demand

Riverside County's population growth rate in the first half of the current decade was the second-highest in the state growing from 2,189,760 to 2,361,026 residents. Today, east-west traffic within western Riverside County is carried on interstate 10 and State Routes 60, 91 and 74. These corridors are already experiencing significant gridlock and the situation is projected to get worse.

#### Average Daily Traffic

	Current	2024
Cajalco Rd (west of Gustin Rd)	7,500 to 18,670	10,250 to 26,370
Cajalco Rd (east of Gustin Rd)	19,890 to 26,390	29,300 to 37,790
El Sobrante Rd	11,590	19,410

The Project will improve east-west mobility in Riverside County to address anticipated growth and traffic by widening existing roads rather than constructing a new freeway-level facility.

### Improve driving comfort and safety

The horizontal and vertical alignment of Cajalco Road, particularly at the west end, has horizontal and vertical curves that limit the speed and capacity of the roadway. The east end of the project is more developed with many driveways fronting Cajalco Road and several unsignalized intersections resulting in a large number of unprotected turning movements. The project will provide several enhancements that will improve driving comfort and safety as listed below.



## Enhancing Your Driving Comfort and Safety



## Cajalco Road Widening and Safety Enhancement Project

### Contact Us:

We want to know what you think. If you have any comments or questions or want to be notified of future meetings, call us at (909) 627-2974 or email us through our website at [www.rcprojects.org/cajalco](http://www.rcprojects.org/cajalco).

Cheryl Donahue	Public Outreach	(909) 627-2974
Scott Staley	Project Manager	(951) 955-2092
Mary Zambon	Environmental Project Manager	(951) 955-6759



Riverside County Transportation Department  
Attention: Cajalco Widening Project  
3525 14th St  
Riverside CA 92501



[www.rcprojects.org/cajalco](http://www.rcprojects.org/cajalco)



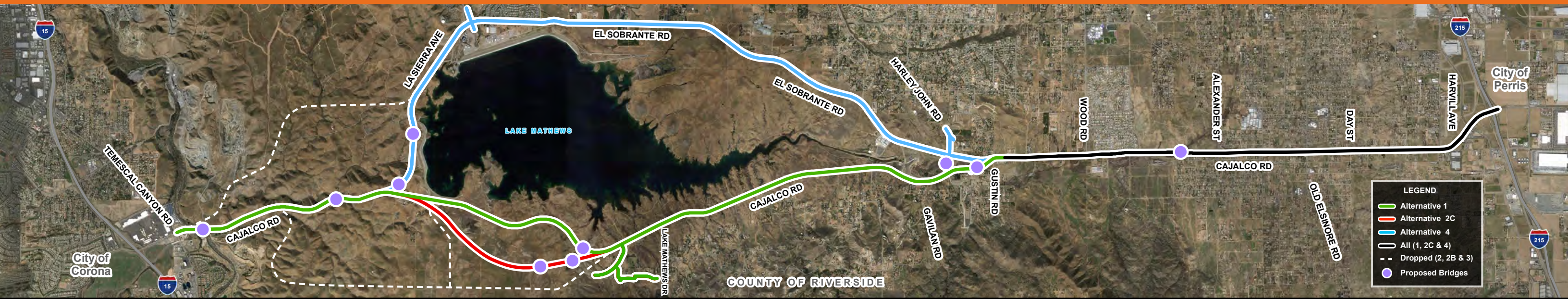
### What is the Cajalco Road Project?

The Riverside County Transportation Department and project partners are proposing to widen and realign Cajalco Road from 2 lanes to 4 lanes for 16 miles between Temescal Canyon Road to the west and Interstate 215 to the east. The project will provide several enhancements to the roadway that will improve east/west mobility and also enhance driving comfort and safety.



# PROPOSED ALTERNATIVES

Three “Build” alternatives are being studied for the proposed project, as well as a “No Build” alternative. The “Build” alternatives are in part a result of community feedback received during public meetings and briefings throughout the study area.



## ALTERNATIVE 1

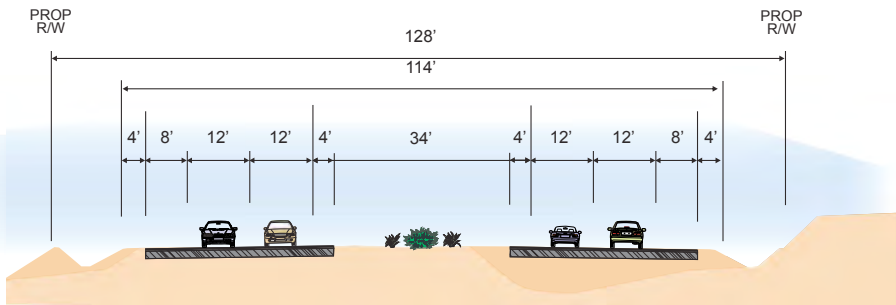
Alternative 1 will add two 12-foot lanes, one eastbound and one westbound, with medians of various widths and types to separate opposing traffic, provide a recovery area for vehicles that drift out of lane, allow space for left- and U-turns, minimize headlight glare and preserve right-of-way for two additional travel lanes (one in each direction) if needed in the future.

The alignment generally follows the existing Cajalco Rd alignment, however, curves between Temescal Creek and La Sierra Avenue will be smoothed to improve driving comfort and safety.

West of Lake Mathews Drive and north of Lynette Lane, Cajalco Road would be realigned, bypassing the Hollis Lane residential area to the south. A connection between Dirt Road and Lake Mathews Drive would also be constructed for secondary access to residences.

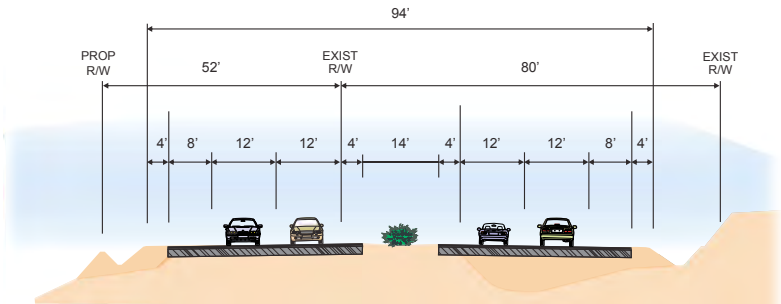
## ALTERNATIVE 2C

Alternative 2C would include the same improvements as Alternative 1 with the exception that a new four-lane segment of Cajalco Road would be constructed from La Sierra Avenue to just west of Lake Mathews Drive.



## ALTERNATIVE 4

Similar to Alternative 1 and 2C except the additional two new lanes will be constructed on El Sobrante Road and La Sierra Avenue. Cajalco Road between La Sierra Avenue and Gustin Road will remain one lane in each direction as it currently exists.



## Which Alternative will be Selected?

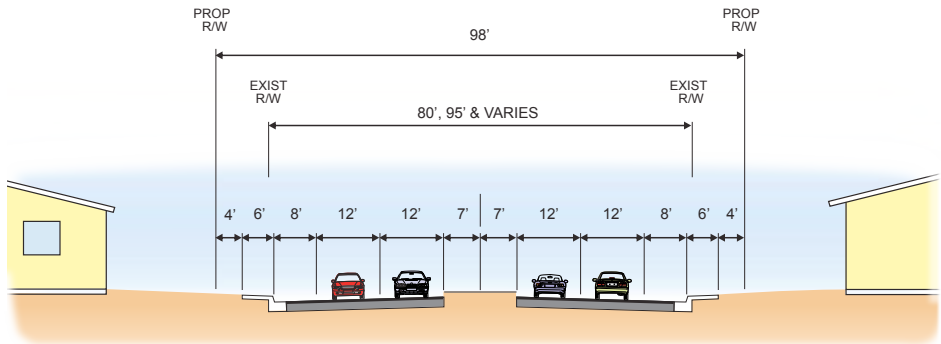
The Riverside County Transportation Department, in cooperation with Caltrans, is currently working on an environmental study called a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for this project. The project began with 2 proposed alternatives including the option shown in the Riverside County General Plan. Both members of the public and public agencies interested in the project, as well as the technical team studying the routes, have given their initial input. As a result, some routes have been added and others have been dropped.

Presently, no specific route has been selected for the project since we are still conducting the required analysis of the alternatives. The alignments shown above continue to be studied to develop a possible route. A draft environmental document will be presented for public review. The final document will identify a preferred project alternative, with consideration of public and agency comments.

## ALTERNATIVE All (east end)

The proposed alignment for all alternatives will generally follow the existing Cajalco Road between Interstate 215 and Gustin Road. Some deviations from the existing alignment are proposed for reducing impacts to existing properties and to improve access. The project will construct two 12-foot lanes in each direction (eastbound and westbound) replacing the two-lane roadway that currently exists. Additional improvements to be constructed in this section include:

- A raised median to separate opposing traffic and provide improved access control along Cajalco Road.
- 8-foot shoulders that would serve as a combined shoulder/bike lane.
- Sidewalks would be constructed on one side along the portions of the project where residential and commercial properties are present.
- Left and right turn pocket lanes at selected intersections.
- Installation or modification of traffic signals at key intersections.







# SIGN-IN SHEET

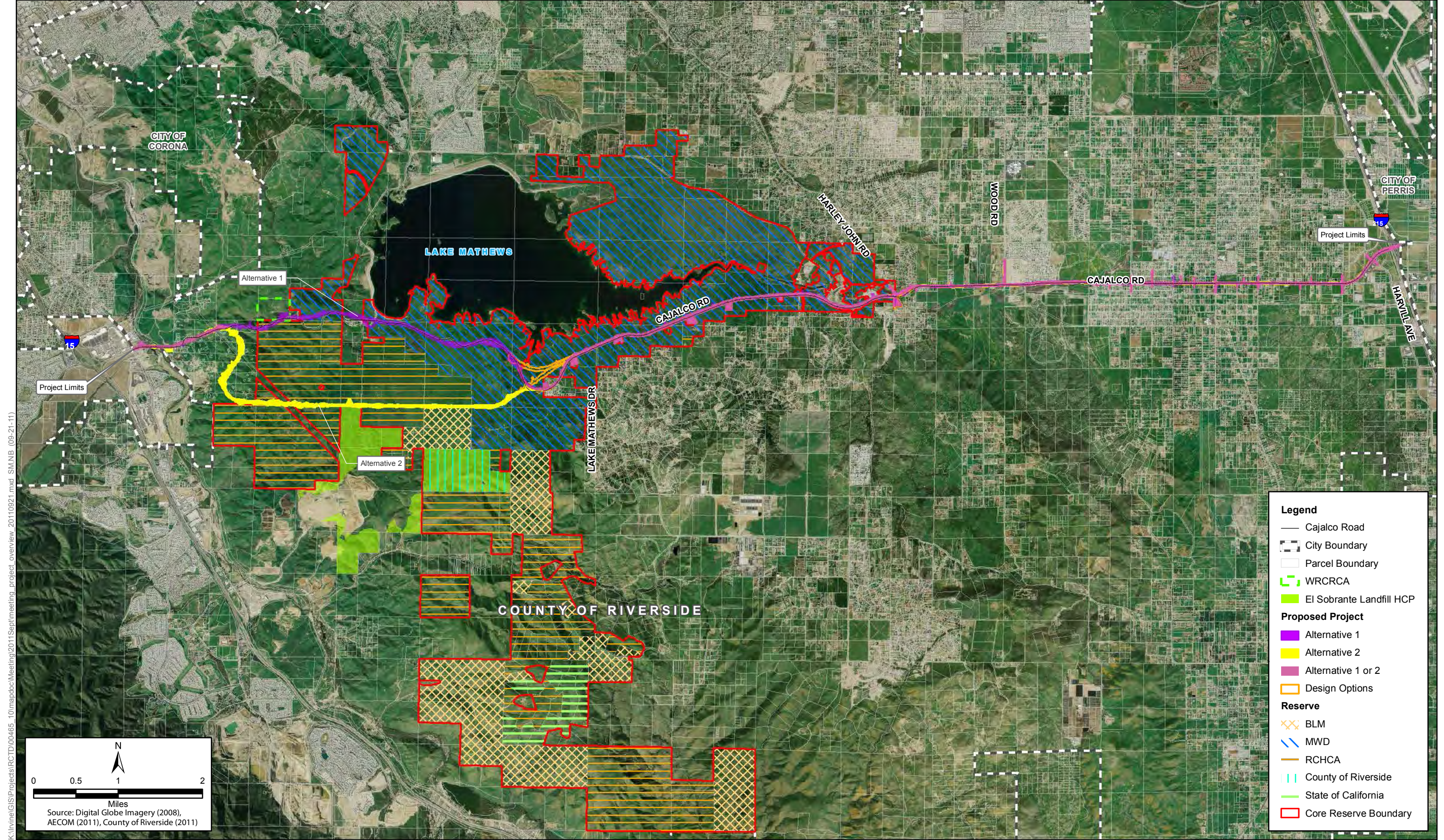


<b>PROJECT:</b> Cajalco Road Widening and Safety Enhancement Project Federal Project No. 5956 (195)	<b>DATE:</b> <del>Wednesday</del> Thursday, September 22, 2011 <b>TIME:</b> 9:30 am <b>LOCATION:</b> Riverside County Transportation Department - Lemon Street offices
--	--

NAME	TELEPHONE NUMBER	E-MAIL ADDRESS / MAILING ADDRESS
Charles Scott Staley	951 955 2092	cstaley@rctlma.org
BRIAN CALVERT	(949) 333-6418	BCALVERT@ICFI.COM
Tricia Campbell	(951) 506-4038	tcampbell@ICFI.COM
KETURAH ANDERSON	(951) 506-4038	handerson@icfi.com
Susan Nash	909-228-6710	snash22@earthlink.net
Dr Drew Feldmann	909-881-6081	drewf3@verizon.net
Tom Paulek	(951) 654-2718	catpaul22@earthlink.net <del>catpaul22@earthlink.net</del>
LEN NUNNEY	(951) 313-5386	watkinshill@juno.com
Arlee Montalvo	(951) 781-7346	montalvo@ucr.edu
GEORGE HAUGE - PHONE		
ED NG		
Michael Fitts	(310) 947-1988	gastodas1@yahoo.com
Gaston Rauch	(210) 849-7186	gaston.rauch@gmail.com
Mary Zambon	951 955 6759	mzambon@rctlma.org
Juan C. Perez	951-955-6740	scperez@rctlma.org

✓\* = ATTENDED THIS MEETING





**Cajalco Road Widening and  
Safety Enhancement Project -  
Lake Mathews-Estelle Mountain Reserve Map**





## **AGENDA**

### **Cajalco Road Widening Project Federal Project No. STPL 5956 (195)**

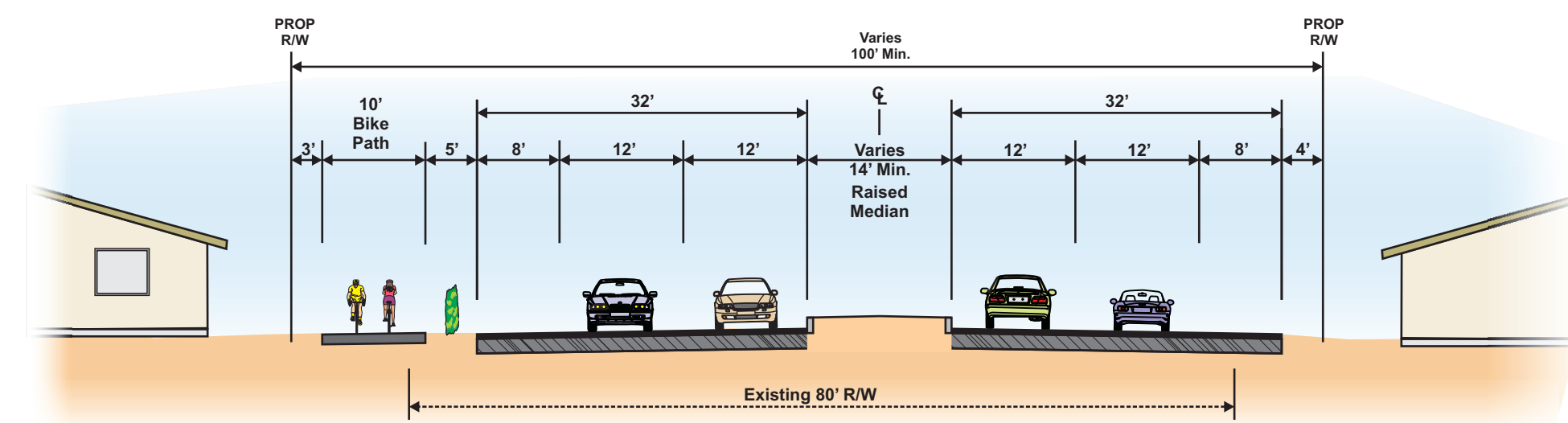
#### **Meeting**

Riverside County Administration Center  
4080 Lemon Street, 8<sup>th</sup> Floor, Conference Room A  
Riverside, California 92501

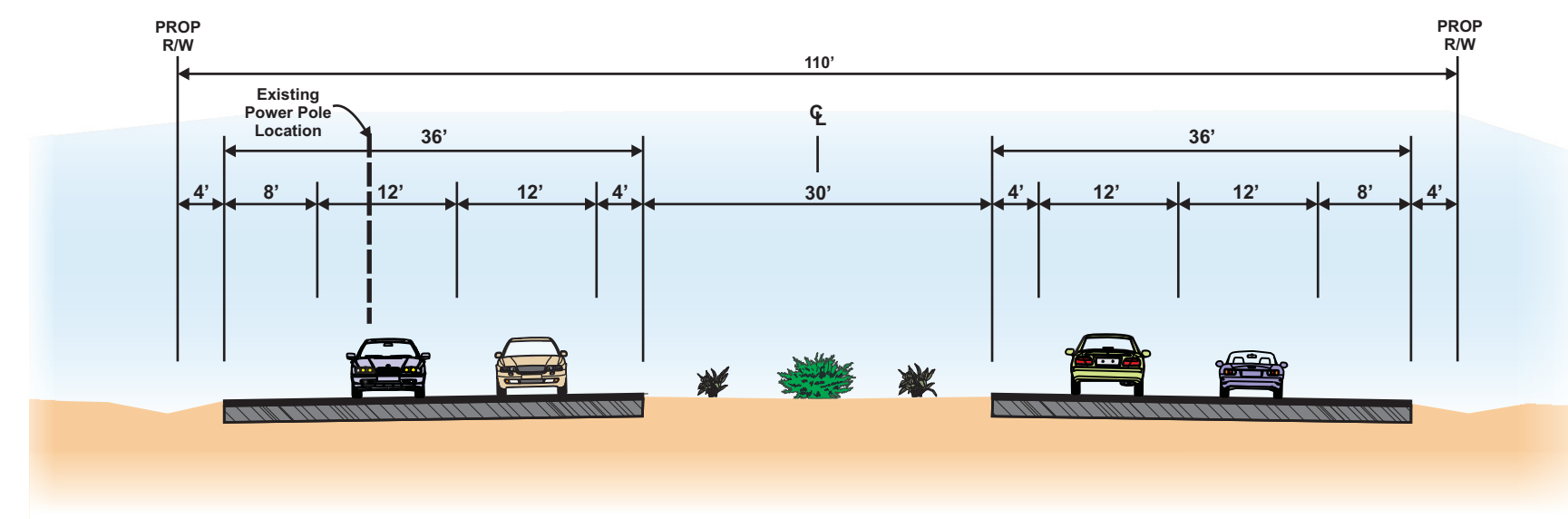
Thursday, September 27, 2012  
1:00 PM

1. Project Update
  - a. La Sierra Avenue Extension
  - b. Lake Mathews Drive Connector
  - c. No Regional Horse Trail
  - d. Extension of Project from Harvill Road to Interstate 215
  - e. Environmental Impact Statement
  - f. Scoping Meetings
2. Biological Fieldwork Status and Initial Analysis for Wildlife Crossings
  - a. Baseline Work Completed
  - b. Preliminary Wildlife Crossings for Alternative 1
  - c. Reporting
3. Western Riverside County MSHCP coverage
4. Lake Mathews MSHCP and SKR HCP
  - a. Replacement land goals.
5. Existing Mitigation Lands within the Project Area
6. Potential Mitigation Lands
  - a. Preliminary field review
7. Information Solicitation
  - a. Potential mitigation lands
  - b. Existing resource data and reports
8. Open Discussion

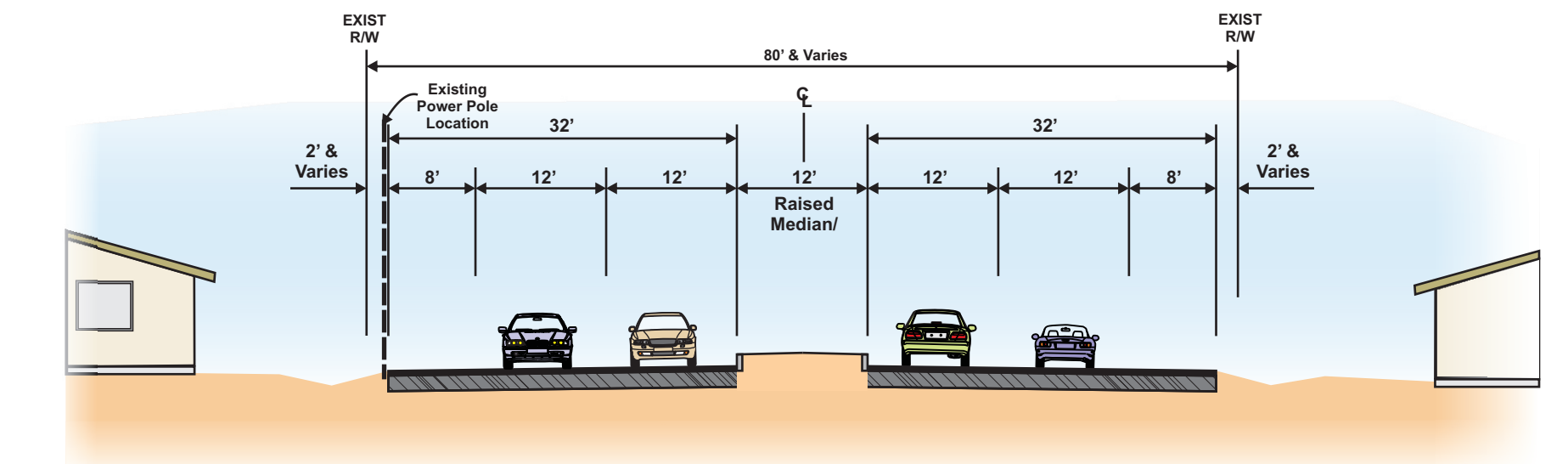
# Typical Improvements



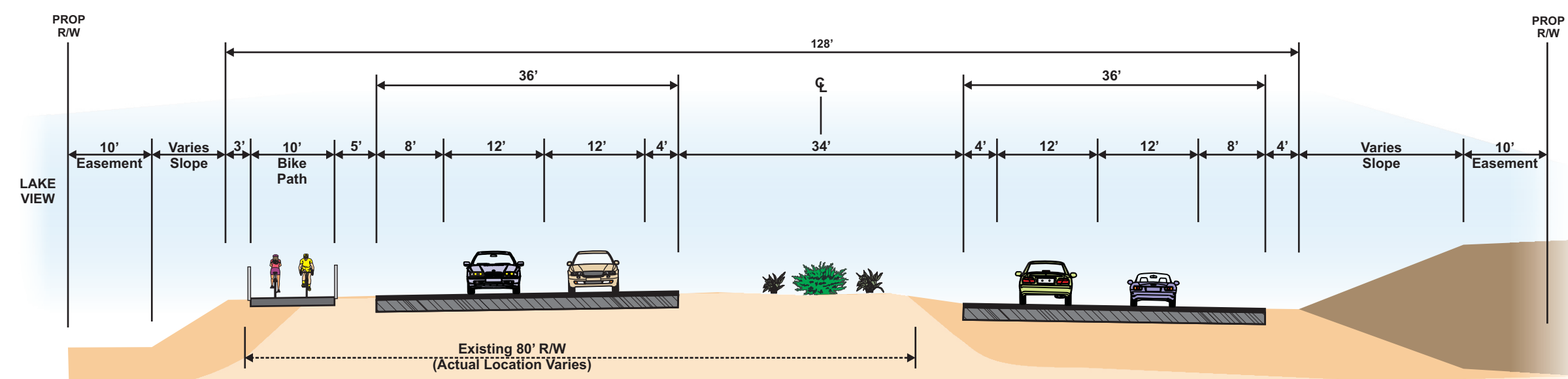
**Cross Section A**  
Raised Median with Bike Path



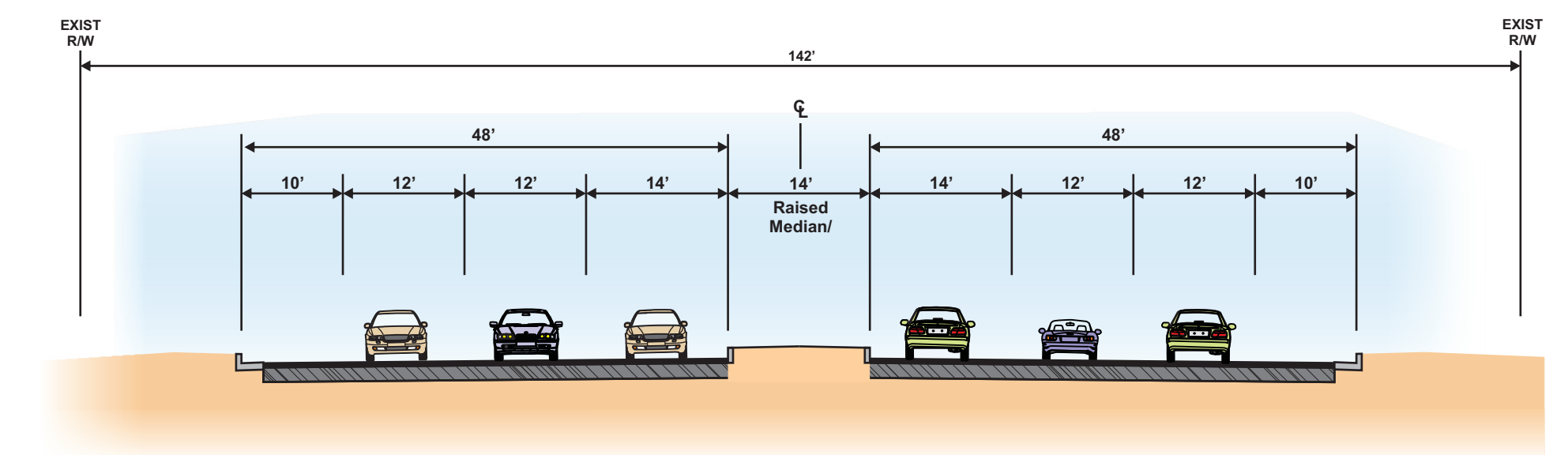
**Cross Section C**  
Unpaved Median Section  
From Extravaganza Lane to Barton St (Existing Boulder Springs)



**Cross Section D**  
From Harley John Rd to Extravaganza Lane  
From Barton St to Harvill Ave  
Raised Median Section

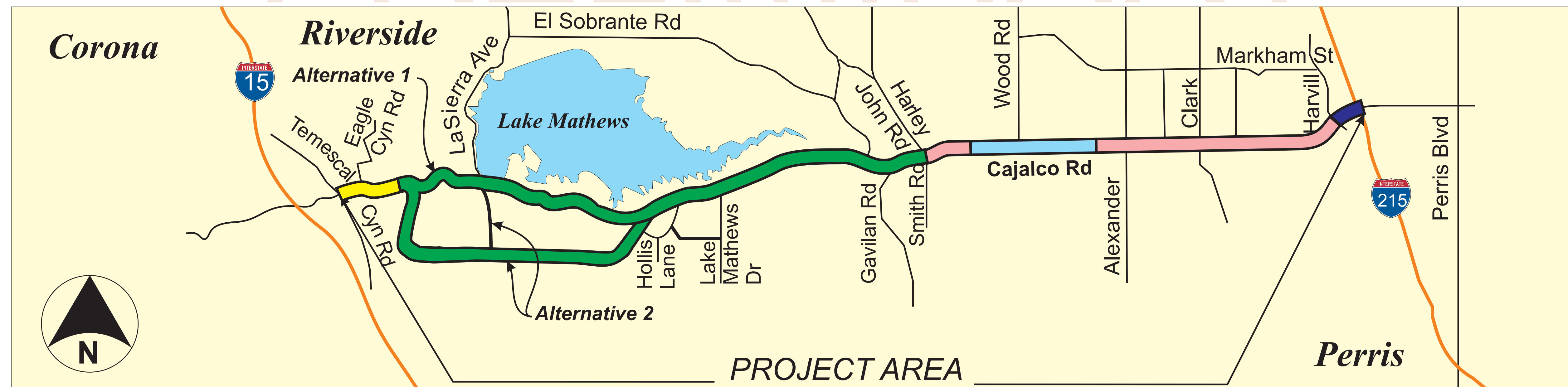


**Cross Section B**  
Unpaved Median with Bike Path



**Cross Section E**  
From Harvill Ave to I-215  
Six Lanes with Raised Median

PRELIMINARY











# MEETING MINUTES

**Cajalco Road Widening Project**  
**Federal Project No. STPL 5956 (195)**



## Environmental Stakeholders Meeting

County Administration Center  
4080 Lemon Street, 14<sup>th</sup> Floor, Conference Room A  
Riverside, California

Wednesday, May 10, 2017  
9:00 am

## MEETING SUMMARY

Juan Perez introduced the project and provided an overview of the continuing coordination of environmental review and project considerations involving the environmental stakeholders.

Following introductions, Brian Calvert (ICF) provided an overview of the proposed project, environmental schedule and status of technical studies.

Brian Calvert: Circulation of Draft EIR/EIS anticipated late 2018 and final EIR/EIS late 2019. Final engineering, design and acquisition approximately 18 months, then construction.

Built wide enough for six lanes in the future for reopening of MWD HCP (to avoid reopening again later), but constructed for four lanes.

George Hague (Sierra Club): What is the General Plan width for El Sobrante?

Juan Perez (County): Four lanes.

Kate Kramer (CNPS): Would Alternative 4 include curbs?

Brian Calvert (ICF): Yes, along the east end. Improvements along east end of project same for all alternatives.

G. Hague: Six lanes along east end and would project tie in with MCP?

J. Perez: Yes, planning out for future six lanes; MCP includes improvements at I-215 to accommodate traffic.

B. Calvert: Caltrans lead agency for NEPA and determined EIS more appropriate than EA.

J. Perez: NEPA component for federal funding.

Tricia Campbell (GLA): Only one project is covered under WRC MSHCP between I-15 and I-215. Confirmed project coverage under Section 7.2.2 Circulation Element Roads with resource agencies.

G. Hague: Complying with SKR Plan?

T. Campbell: Yes, SKR HCP, Lake Mathews MSHCP, and WRC MSHCP.

B. Calvert: Have been coordinating with resource agencies through various means including monthly calls with cooperating / participating agencies; direct coordination with MWD, RMC, RCRCD, RCA and RCHCA; several meetings and field meetings with FWS.

T. Campbell: Wildlife crossing development taking into consideration environmental constraints and opportunities such as topography, drainage, and vegetation and slope to guide movement. Also need to factor in MWD security fencing and culvert requirements. Have coordinated with puma and deer experts, wildlife specialists including Winston Bicker and Kathy Zellar, Kevin Brennan, and Steve



Montgomery for SKR.

G. Hague: Crossing lengths?

T. Campbell: Will vary; 128 ft max, all earthen bottom. Larger viaducts would be 15 ft high minimum.

Len Nunny (Friends Rv. Hills): Key data references? Is information indicating wildlife fragmentation that Cajalco Road has created to this point?

T. Campbell: Indicators of wildlife presence and movement such as scat, vegetation, topography and drainages, are documented during field surveys; regional modeling also used. Much of the project area lacks many of the natural features that would facilitate small mammal movement. Thus, a number of the proposed crossings have been placed based on environmental conditions rather than HCP criteria only to increase likelihood for viability.

Even though documentation of puma lacking, property owners along east end have been obtaining degredation permits to remove them.

MWD management integrated with RCHCA and Brian Shomo – have been working with him.

150-ft bridge along Alternative 2C proposed to accommodate large mammal passage.

Diana Doesserich (MWD): Population or mortality data for any species?

T. Campbell: No mortality data. The proposed crossings would benefit medium and large mammals attempting to reach Lake Mathews.

D. Doesserich: Lighting?

B. Calvert: Just along east end.

Ilene Anderson (CBD): Why can't part of Cajalco be closed under Alternative 4?

Scott Staley: Because the amount of east-west traffic would increase in future and removing the current two-lane section of Cajalco would not provide adequate capacity for the increased traffic.

G. Hague: Would SKR be able to move across in a 120 ft tunnel?

T. Campbell: SKR is an open grassland species. Larger viaducts are also proposed. There is not a lot of information specific to SKR crossing use available.

Sue Nash (Friends N. San Jacinto Vly): Major amendment to the LM MSHCP will be required.

L. Nunney: Not much data.

G. Hague: How is reopening of LM MSHCP being addressed?

B. Calvert: Will be addressed in EIR/EIS because reopening the plan is a component of the project.

S. Nash: Has a preferred alternative been selected yet?

L. Nunney: Why not do six lanes under Alternative 4?

J. Perez: Freeway-level facility not being pursued.

T. Campbell: El Sobrante also cannot be six lanes due to dam-related engineering constraints.

S. Nash: Would like to know what DOSD specifically said regarding the project.

T. Campbell: Crossings overview for Alternative 2C. Some sections of Cajalco Road would be relinquished to MWD, leaving 20-ft wide section of road for continued MWD access.

G. Hague: Need new ROW from WMD for the relinquished road sections?

T. Campbell: Yes (other areas) and no within MWD lands.

G. Hague: Project growth-inducing?

Under review

T. Campbell: Updated information will be available to share at future meeting with environmental stakeholders.

Mitigation ratio minimum 1:1; also working on mitigation requirements for SKR and LM MSHCP.

Stringent criteria; must be adjacent lands and meet habitat specifications. SKR- 1:1 for occupied lands

but impacts also evaluated and mitigation identified for LM MSCHP as well as the total project.

S. Nash: Need to assess in CEQA.

Yes

G. Hague: Need to analyze noise impact.

G. Hague: Bike lanes?

J. Perez: Standard wide road shoulder.

G. Hague: Equestrian?

S. Staley: General Plan no longer includes equestrian trails along Cajalco.

T. Campbell: Crossings overview for Alternative 4.

S. Nash: Alt 4 is preferred alternative. If El Sobrante cannot be expanded to six lanes, is it viable? Will Alt 4 be viable long-term? Reopen LM HCP again?

J. Perez: Reopening LM HCP one time is preferred. need to look at long-term considerations.

S. Staley: Future projected traffic data indicates horizon year still viable along El Sobrante but cannot guarantee after horizon year.

B. Calvert: Alternative 4 does not preclude widening of Cajalco in the future and major HCP amendment.

G. Hague: Where would construction occur first?

J. Perez: Mead Valley, starting east and working west to Harley John; then west end.

K. Kramer: County own ROW needs?

J. Perez: Major acquisitions.

G. Hague: Market at Cajalco/Harley John?

B. Calvert: Staying in

G. Hague: Plantings/vegetation?

B. Calvert: Erosion control/low maintenance.

Ilene: Cajalco Creek impacts?

B. Calvert: Minor impacts with new bridge footings; avoids RCRCO to maximum extent possible.

G. Hague: Fencing? And, north of Lake Mathews?

T. Campbell: Adjacent to road except Mead Valley. Yes north of Lake Mathews. SR 241 example; one-way doors, additional barriers of certain height to avoid passage through chain-link fencing, 3-ft minimum depth.

I. Anderson: Pdf of maps available?

Tom Paulek (Friends N. San Jacinto Vly): Look at adequately describing constraints, especially DODS. Look at mitigating impacts to MWD Reserve as the Reserve was established as State Water project mitigation.

T. Campbell: Memorandum of Agreement.

D. Doesserich: Outreach plan for continuing involvement?

J. Perez: Continuing outreach; number of public outreach processes are required.

G. Hague: Comment period?

J. Perez: May consider longer than 45 days; will need to coordinate with Caltrans.

G. Hague: Close Cajalco during construction?

B. Calvert: Intent not to.

T. Campbell: Animal movement will be focus of next meeting.



# SIGN-IN SHEET



**PROJECT:** Cajalco Road Widening & Safety Enhancement Project  
Federal Project No. 5956 (195)

**DATE:** Wednesday, May 10, 2017

**TIME:** 9:00 am – 11:00 pm

**LOCATION:** County Administration Center (CAC)  
4080 Lemon Street, 14<sup>th</sup> Floor,  
Conference Room A  
Riverside, CA

**SUBJECT:** Project Update – Alternatives 1, 2C, and 4

Present	ATTENDEES	INVOLVEMENT	TELEPHONE NUMBER	E-MAIL ADDRESS
<b>COUNTY OF RIVERSIDE</b>				
	Juan C. Perez	Riverside County	(951) 955-6838	Jcperez@rctlma.org
	Patricia Romo	Riverside County	(951) 955-6740	Promo@rivco.org
<i>C78</i>	Scott Staley	Riverside County	(951) 955-2092	Cstaley@rctlma.org
<i>MZ</i>	Mary Zambon	Riverside County	(951) 955-6759	Mzambon@rctlma.org
<b>METROPOLITAN WATER DISTRICT</b>				
	Wendy Picht		(951) 252-7436	Wpicht@mw dh2o.com
	Diane Doesserich		(213) 217-5787	Ddoesserich@mw dh2o.com
	Deirdre West		(213) 304-1613	Dwest@mw dh2o.com
<b>ICF JONES &amp; STOKES</b>				
<i>Bu</i>	Brian Calvert	Environmental	(949) 333-6618	Brian.calvert@icfi.com
<i>KBA</i>	Keturah Anderson	Environmental	(951) 541-7684	Keturah.anderson@icfi.com
<b>GLENN LUKOS ASSOCIATES</b>				
<i>TC</i>	Tricia Campbell	Environmental	(951) 972-2179	Tcampbell@wetlandpermitting.com
<b>NEW ATTENDEES</b>				
<i>ndt</i>	Nancy Hagbie	<i>SBVAS</i> Environmental	951-780-9236	hagbie1@gmail.com
	Ileene Anderson	Center 4 Bio Div.	323-651-5943	ianderson@biologicaldiversity.org
	George Hague	Sierra Club	957-925-1816	g.hague@gmail.com
	Jill Wicke	Wicke Consulting	213-215-8700	jillwicke@hotmail.com
	Michael Maldonado	TLMA - Admin	951-955-6053	mimaldonado@rivco.org
	Russell Williams	County Trans.	951-955-2016	ruwillia@rivco.org
	Diane Doesserich	MWD	213-217-5787	didoesserich@mw dh2o.com
	Len Nunney	Friends Riv. Hills	951-313-5386	nunney@uct.edu
	Wendy Picht	MWD	(951) 252-7436	wpicht@mw dh2o.com
<i>KAK</i>	Kate Kramer	CA Native Plant Society Riv-San Berdo chapter	951-970-8890	Kakramer1@icloud.com
✓* = ATTENDED THIS MEETING				
			<b>NUMBER</b>	
✓	Susan Nash	Friends N. San Jacinto Mts.	909-238-6710	snash22@earthlink.net
✓	Tom Paulek	Friends of Northern San Jacinto Mts.	951-368-4525	tpaulek44@earthlink.net



## **WILDLIFE MOVEMENT**

Collaboration has occurred with the following folks:

Mule Deer - Kevin Brennan and Jeff Villepique at CDFW, Brian Shomo, mule deer expert Dr. Patrick Huber

Puma - puma experts Kathy Zeller, Dr. Winston Vicker;

MSHCP RCA (N. Ronan, L. Correa) and CDFW (Dr. Pert) & USFWS (K. Cleary-Rose, John Taylor).

Integrated vegetation, topography, water courses, MSHCP linkages,

Performed modeling for regional movement

Fencing Plan – to be approved by RCA, resource agencies, and LM RMC

- one-way doors

- exclude humans



<b><u>General Requirements</u></b>					
Slope of embankments and access ramps of earthen crossings < 30° (58%)					
Berms or similar between crossings and road to limit noise (see below)					
Grating at roadbed for wet crossings (see below)					
3ft H walls with 18 inch lip on all crossings/culverts (see pictures below)					
Dirt/rock/concrete benches be placed on 1 side of each crossing (see below) for dry crossing					
Vegetation and/or fencing to "funnel" animals into crossing					
Earthen bottoms					
<b><u>Small Animal (parameters will be included inside medium and larger xings too)</u></b>					
Rodents, rabbits, amphibians, reptiles					
Crossing diameter 1.6 ft – 3.2 ft (0.5-1.0 m)					
Crossings interval no more than 984 ft (300m)					
Must have cover for protection					
<b><u>Medium Sized Animal</u></b>					
Coyote/bobcat or smaller					
Crossing diameter 3.2 ft to 5 ft (1.0-1.5m)					
crossings interval no more than 395 ft (300m)					
<b><u>Large Animal</u></b>					
Puma or smaller					
Height = 9.8 ft to 14.4 ft (3 m to 4.4 m) – fully facilitate Puma					
Crossings interval no more than 0.9 mile (1.5km)					
<b><u>Extra Large Animal</u></b>					
Mule deer and smaller					
Height = 14.7 ft (4.5m) Width = 31 ft (9.7m) and greater – (see additional sheet for details on Deer crossing requirements)					
crossings interval no more than 0.9 miles (1.5km)					
<b><u>Viaducts</u></b>					
Mule deer and smaller					
At least 15 feet high, 115 feet long, and 100 feet deep					
<b>Alternative</b>	<b>Total Number of Each Crossing Size by Alternative</b>				
	<b>Small</b>	<b>Medium</b>	<b>Large</b>	<b>Extra-Large</b>	<b>Viaduct</b>
1	17	39	21	10	3
2C	16	37	24	8	5
4	9	32	8	4	6

All crossing must have earthen bottoms





All crossings must construct 3-foot walls with an 18-inch lip projecting into the adjacent open space which direct small wildlife toward crossings. See example photo below:

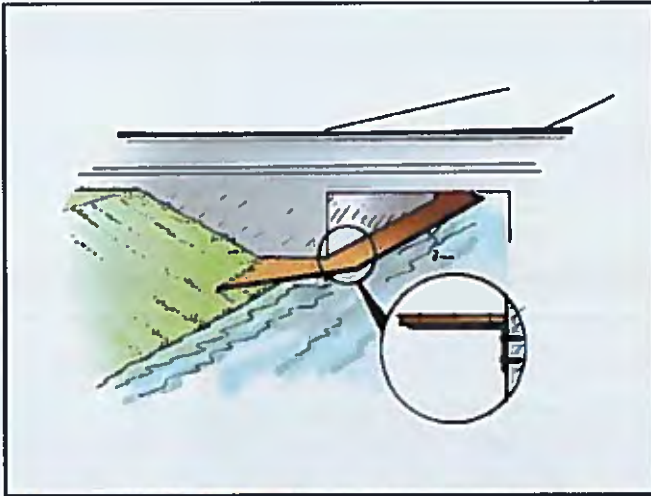


Berms should be installed between the culvert/underpass/overpass entrances or grate/skylight locations and traffic in order to reduce noise and light impacts and increase crossing effectiveness. See image of example berm below.





Dirt, rock, or concrete benches or providing a textured gentle slope up the side of the culvert/undercrossing must be used to allow dry crossings should be installed on at least one side of the all large mammal wet crossing facility in order to allow wildlife to cross during most storm event circumstances. Some examples are included below:



Regular installation of small culverts for reptile, amphibian, and small mammal species, will be installed where a roadway or highway travels along a wetland/upland boundary. These will include grating at the roadbed to allow natural light and ambient moisture.

Grating at roadbed for wet crossings:





# MEETING MINUTES

**Cajalco Road Widening Project  
Federal Project No. STPL 5956 (195)**



## Environmental Stakeholders Meeting

County Administration Center  
4080 Lemon Street, 14<sup>th</sup> Floor, Conference Room A  
Riverside, California

Monday, April 30, 2018  
12:30 pm

## MEETING SUMMARY

### 1. Project Overview and Introductions

Juan Perez (County of Riverside) introduced the project and provided an overview of the continuing coordination of environmental review and project considerations involving the environmental stakeholders. The last environmental group stakeholders meeting held for the project occurred May 10, 2017, and included discussion of the project alternatives, compliance with California Environmental Quality Act, habitat conservation plans and resource agency agreements, protection of species and habitats, wildlife data and crossings, and types and functions of the roadway facilities proposed. This meeting serves to provide updates regarding the project and previous topics discussed, as well as to solicit any new inquiries or input from participants.

### 2. Environmental Studies and EIR/EIS

Following introductions, Brian Calvert (ICF) provided an overview of the proposed project, environmental schedule and status of technical studies. All technical studies with the exception of the Community Impact Assessment (CIA), have been submitted to the National Environmental Policy Act (NEPA) designated lead agency, Caltrans, for review; the Draft CIA is in progress and will be submitted to Caltrans in the next few weeks. Circulation of the Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for public review is anticipated Spring 2019.

Coordination with resource agencies has been ongoing through various means, including monthly calls with cooperating / participating agencies, direct coordination with Metropolitan Water District of Southern California's (MWD), Lake Mathews' Reserve Management Committee (RMC), Riverside-Corona Resource Conservation District (RCRCD), Western Riverside County Regional Conservation Authority (RCA) and Riverside County Habitat Conservation Agency (RCHCA), several meetings and field meetings with California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), Environmental Protection Agency (EPA), U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB). The coordination, including correspondence and meeting records, will be included in the EIR/EIS; a table will also be included in the document for locating agency correspondence.

Ilene Anderson of Center for Biological Diversity (CBD) inquired whether the project technical studies that have been provided to Caltrans may be made publically available prior to EIR/EIS? Aaron Burton (Caltrans) responded, stating that he will check with Caltrans' legal department; if yes, the studies would likely be posted to the project website because hardcopies would be costly. Please refer to Post-Meeting Responses on Page 8 regarding early release of technical studies.

Sue Nash of Friends Northern San Jacinto Valley (Friends SJV) stated that the project alternatives have morphed since the original Notice of Preparation issued for the project and inquired regarding the issuing of a new NOP? B. Calvert (ICF) responded, stating that changes in the project since the NOP was issued are based on feedback received from the public and resource agencies through the public outreach and agency coordination processes. The changes that have occurred would not constitute a new project nor deviate from the purpose and need identified for the project.

### Project Alternatives

#### Alternatives 1 and 2C

S. Nash (Friends SJV) stated that Alternative 1 appears to result in less impact than Alternative 2C and inquired about the advantages [of Alternative 2C]? Shannon Crossen (ICF) responded, stating that the design and alignment of Alternative 2C is based in part on input from the Reserve Manager, adding that the intent of the design was to improve management of the LM MSHCP and Stephens' Kangaroo Rat (SKR) Reserves by establishing a more effective boundary while adding an extra-large crossing for large mammals.

George Hague of Sierra Club asked whether a new signal would be placed at old Cajalco Road and new intersection east end of Dirt Road? B. Calvert (ICF) responded that the new signal is likely. Newly proposed signals and other intersection improvements will be indicated in the detailed project figures for each alternative in the EIR/EIS.

#### Alternatives 3 and 4

Len Nunney of Friends of the Riverside Hills (Friends Rv. Hills) inquired why Alternative 3 was removed? B. Calvert (ICF) responded, explaining that based on input from MWD, the alignment of Alternative 3 posed potential future conflict with planned MWD facilities.

L. Nunney (Friends Rv. Hills) stated a concern with Alternative 4 is that there is nothing to preclude future widening of Cajalco Road under Alternative 4. B. Calvert (ICF) partially agreed, explaining that if Alternative 4 were constructed, further widening of El Sobrante Road in the future may not be an option due to engineering constraints of Lake Mathews' facilities and residential development north of El Sobrante Road; thus, if additional roadway improvements are determined to be needed in the future to meet travel demand, widening of Cajalco Road may be considered. However, the Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (LM MSHCP) would be a constraint as it would need to be reopened once again and MWD and/or the resource agencies may not be receptive to it.

S. Nash (Friends SJV) suggested removal of homes along El Sobrante Road for larger facility as was done in Perris. Mary Zambon (County of Riverside) responded, stating that future roadway improvements and trails are based on what is planned for in the County General Plan. M. Zambon (County) added, future widening of Cajalco Road would also face constraints established by the Lake Mathews and Western Riverside County MSHCPs; only one project is covered under the Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) between I-15 and I-215.

#### Preferred Alternative

Nancy Higbee of San Bernardino Valley Audubon Society (Audubon) inquired on the status of selection of the Preferred Alternative? Mary Zambon (County) responded, stating that the County is looking at various criteria in the selection of the Locally Preferred Alternative, and that this would be identified in the Draft EIR/EIS.

S. Nash (Friends SJV) stated preference for Alternative 1 over Alternative 2C, noting the lack of an approved [Lake Mathews] Reserve Management Plan.

#### Construction Timing

G. Hague (Sierra Club) inquired about construction timing and phasing? B. Calvert (ICF) responded, stating that construction is anticipated to occur from east to west, adding that the timing depends on funding; ideally 2028.

#### Future Improvements

N. Higbee (Audubon) inquired why six lanes are proposed in the future along the least traveled part of road? B. Calvert (ICF) responded, stating that the traffic study indicated future demand for those segments identified for six lanes, adding that the total roadway widths would be built wide enough to accommodate six lanes in the future in order to address the reopening of MWD's LM MSHCP, but constructed for four lanes. The intent of this approach is to avoid the need to reopen the LM MSHCP again later for future roadway improvements through the plan area.

Sue Nash (Friends SJV) inquired whether the EIR/EIS would substantiate six lanes through the [Lake Mathews] Reserve. B. Calvert (ICF) responded, stating that the potential impacts of the



future six-lane segments would be included and analyzed in the EIR/EIS.

#### Bicycle, Equestrian and Recreation Opportunities

G. Hague (Sierra Club) inquired whether bike lanes would be accommodated? Scott Staley (County) responded, stating that standard 8-foot shoulders would be included for most roadway segments.

L. Nunney (Friends Rv. Hills) stated that it is a shame the project is not designed with biking in mind. Mary Zambon (County of Riverside) responded, stating that Cajalco Road is currently used by bicyclists and the project would not restrict use; adding that the future roadway improvements and trails are based on what is planned for in the County General Plan.

G. Hague (Sierra Club) inquired whether there would be accommodations for horses? S. Crossen (ICF) responded, stating that a crossing at Harley John Road and Cajalco Road is proposed and would be consistent with County trails planning but otherwise horse trails are not planned adjacent to the busy roads. B. Calvert (ICF) added that the project was reviewed for horse trails but deemed unsafe for riders and horses due to the proximity to the roadway and lack of safe crossing opportunities. A separate trail design was also considered but would have incurred greater impact on the Lake Mathews and SKR reserves.

Unidentified participant stated that the only reserve in the geographic area that allows public access is the San Jacinto Wildlife Area, and inquired why Lake Mathews does not allow public access, adding that it would be nice to have bike route to view the area. The County responded, stating that because Lake Mathews' primary function is for storage and distribution of water to the public, MWD exercises additional security measures.

#### Lighting

L. Nunney (Friends Rv. Hills) inquired about lighting proposed for the project, including sign lighting? B. Calvert (ICF) responded, stating that lighting, except for certain intersections, is not proposed along the west end. M. Zambon (County) added, that lighting as part of the project is focused on the intersections and bridges, for the whole project.

#### Temescal Creek

Unidentified participant inquired whether the Temescal Creek crossing would be opened further? B. Calvert (ICF) responded, stating that the current bridge would be replaced with a longer bridge that would increase the opening of Temescal Wash beneath the new bridge.

S. Nash (Friends SJV) asked if the bridge would be designed for a 100-yr flood, adding that the bridge needs to accommodate a 500-yr flood. B. Calvert (ICF) responded, stating that the new bridge will be based on County design standards and would accommodate a 100-yr flood; the bridge is also being over-engineered to expand opening of Temescal Wash. Accommodating 500-yr flood events is not a requirement of the project, but the hydrology studies will be checked for 500-yr event information.

### **4. Biological Resources and Wildlife Crossings**

#### Wildlife Crossings

S. Crossen (ICF) provided an overview of the wildlife crossings proposed, including their involvement in response to agency coordination and environmental conditions.

S. Nash (Friends SJV) inquired whether the design and placement of wildlife crossings relied on the draft, unapproved Lake Mathews Reserve Management Plan? S. Crossen (ICF) responded no, explaining that the WRC MSHCP establishes basic requirements and guidelines, but the development of the wildlife crossings has taken into consideration environmental constraints, best available science, consults with experts, and opportunities such as topography, drainage, vegetation and slopes to guide movement. MWD security fencing and culvert requirements have also been factored into their development. ICF and the County have also coordinated with puma and deer experts, and wildlife specialists, including Winston Vickers and Kathy Zeller, Kelley Stewart, Jeff Villipique, Kevin Brennan, and Steven Montgomery for SKR.

S. Nash (Friends SJV) inquired whether openness ratios were being utilized? S. Crossen (ICF) responded, no, the ratios used in the WRC MSHCP had been loosely developed for mule deer

and are not applicable to other species and are not an accepted science but rather, based on research and data, the concept of openness (i.e. shorter, taller, wider crossings) is effective in the design of crossings rather than using a ratio. The proposed project will also be incorporating wildlife fencing to help funnel animals and prevent access to the roadway, and all small and medium crossings have been widened to two times their height to increase their openness because openness of crossings generally correlates increased wildlife use.

L. Nunney (Friends Rv. Hills) asked what the typical length of the crossing would be and whether upland species and wet/dry crossings have been considered? S. Crossen (ICF) responded, stating that crossings would not be greater than 210 feet in length, adding, all wet crossings would include a dry shelf that will be maintained, and will accommodate continuous use during wet periods.

N. Higbee (Audubon) inquired whether line of sight and openings in medians are being considered? B. Calvert responded, stating that no crossings would be angled part way through, and openings within the roadway median areas are not proposed due to the possible use of the medians for roadway lanes in the future. S. Crossen added, because openings within the medians are not an option, limits have been imposed on the crossing lengths.

L. Nunney (Friends Rv. Hills) inquired whether small and medium-sized openings can be increased? S. Crossen (ICF) responded, stating that ICF worked with the project engineers to increase crossing sizes where feasible. All small and medium crossings widths have been increased to two times their height which is above and beyond the basic requirements. Larger crossings were discouraged at residential areas to help minimize potential interaction between larger mammals and residents (i.e. wildlife-human conflicts which are known in the area)

#### Biological Resources / Wildlife Data

L. Nunney (Friends Rv. Hills) inquired as to the data used for animals, especially small crossings and species such as non-urban species, reptiles and heteromyids? S. Crossen (ICF) responded, stating that most available data focuses on large mammals, but information supports small animal use of larger crossings. Tony Clevenger – small tunnel data. There is need for data. Indicators of wildlife presence and movement such as scat, vegetation, topography and drainages, are documented during field surveys; regional modeling has also been used. Much of the project area lacks many of the natural features that would facilitate small mammal movement; thus, a number of the proposed crossings have been placed based on environmental conditions rather than just HCP criteria in order to increase likelihood for viability.

N. Higbee (Audubon) asked whether a camera study was conducted and the number of camera days? S. Crossen (ICF) responded that a camera study had been conducted but that not much data was obtained from the study. B. Calvert (ICF) added that the number of camera days would be provided.

Unidentified participant stated concern with impacts to the SKR Reserve and inquired whether it would it be difficult to test crossings? B. Calvert (ICF) responded, stating that it would be difficult. Development and use of an example study was considered; however, upon thorough review, it was determined that valuable and realistic results were unlikely due to the number of variables involved. SKR is an open grassland species; thus, funneling the species to a crossing would be a challenge as well as assuming the species has interest in traveling to the location served by the crossing. In lieu of the study, effort was placed on identifying options that would provide improved opportunities for SKR to cross road areas via crossings, such as increasing the widths of all small and medium proposed crossings to two times their height, thus providing more openness, space and light than the standard crossing requirements of the WRC MSHCP.

S. Crossen (ICF) added that SKR is an open grassland species and larger viaducts are also proposed; and, there is a paucity of information specific to SKR (and other heteromyids) use of crossings available.

#### Indirect and Cumulative Effects, and Mitigation

Ilene Anderson (CBD) inquired how increased lighting and noise, and impacts to air quality would be considered in the consideration of impacts on species. S. Crossen (ICF) responded, stating that consideration of indirect effects is included in the Natural Environment Study (NES) and HCP requirements as well as additional measures for the protection of biological resources will

	<p>be implemented, including more buffer at crossing locations.</p> <p>G. Hague (Sierra Club) inquired whether off-site mitigation is being considered, and if so, if it is also considered for indirect impacts? S. Crossen (ICF) responded, yes. M. Flores (ICF) added that proposed mitigation would be consistent with the methodologies applied [for biological resources], adding that many impacts are being addressed by design elements of the project.</p> <p>Unidentified participant inquired whether cumulative impacts were being considered? M. Flores (ICF) responded, yes.</p> <p>L. Nunney (Friends Rv. Hills) asked whether more mitigation would be needed for Alternative 2C than Alternative 4? M. Flores (ICF) responded, yes.</p>
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<b>PROJECT:</b> Cajalco Road Widening Project Federal Project No. 5956 (195)		<b>DATE:</b> Monday April 30, 2018 <b>TIME:</b> 12:30 pm <b>LOCATION:</b> County Administrative Center 4080 Lemon Street Riverside, CA		
<b>SUBJECT: Cajalco Road Widening and Safety Project (STPL 5956 [195]) Stakeholders Meeting</b>				
Present	ATTENDEES	INVOLVEMENT	TELEPHONE NUMBER	E-MAIL ADDRESS
	<b>COUNTY OF RIVERSIDE</b>			
	Juan C. Perez		(951) 955-6740	jcperez@rctma.org
RW	Russell Williams		(951) 955-2016	ruwillia@rctma.org
CS88	Scott Staley		(951) 955-2092	CSTALEY@RIVCO.ORG
MZ	Mary Zambon		(951) 955-6759	MZAMBON@RIVCO.ORG
	<b>CALIFORNIA DEPARTMENT OF TRANSPORTATION</b>			
	John Chisholm	District Coordinator		john.chisholm@dot.ca.gov
phone	Aaron Burton	Environmental	(909) 383-2841	Aaron.Burton@dot.ca.gov
	Sean Yeung		(909) 806-4759	sean.yeung@dot.ca.gov
	<b>METROPOLITAN WATER DISTRICT</b>			
SC	Sean Carlson			scarlson@mw dh2o.com
A	Alexander Marks			amarks@mw dh2o.com
	Wendy Picht			wpicht@mw dh2o.com
	<b>ICF</b>			
EW	Brian Calvert	Environmental	(949) 333-6618	Brian.calvert@icf.com
KA	Keturah Anderson	Environmental	(951) 541-7684	Keturah.anderson@icf.com
MF	Marisa Flores	Environmental		Marisa.flores@icf.com
S.C	Shannon Crossen	Environmental		Shannon.crossin@icf.com
GH	Greg Hoisington	Environmental		Greg.hoisington@icf.com
	<b>ADDITIONAL ATTENDEES</b>			
	ATTENDEES	AFFILIATION	TELEPHONE NUMBER	E-MAIL ADDRESS
	Kathleen Dale		951 941 3883	kdalemno@aol.com
	George Hague	Sierra Club	951-924-0810	gbhague@gmail.com
	Len Nunney	Friends of Riverside Hills	951-313- 5386	NUNNEY@UCR.EDU



Present	ATTENDEE	AFFILIATION	TELEPHONE NUMBER	E-MAIL ADDRESS
✓	Susan Nash	Friends N. San Jacinto Valley - Audubon	909-228- 6710	snashlawl@ gmail.com
✓	Tom Paulek	Friend of Northern San Jacinto Valley	951 368-4525	atpaul70@ gmail.com
✓	Patty Romo	Riverside County Transportation	(951) 955-6740	promo@rivco.org
✓	Russell Williams	Riverside County Trans-Env	(951) 955-2016	ruwillia@rivco.org
✓	Ileene Anderson	CBD	323-490-0223	iaanderson@biologicaldiversity.org
✓	Nancy Higbee	S. B. Vachon Audubon & Resident	951 780 9236	higbhome1@ gmail.com
✓	Kate Kramer	Calif Native Plant Society	951/970-8890	Kakramer1@ icloud.com
✓	Juan C. Perez	TLMA	951-955- 6740	Jcperez@ Rivco.org
phone	Dan Silver	Endangered Habitats League	213-804-2750	dsilverla@me.com

## **Cajalco Wildlife Crossings Approach Overview**

### **Methods Overview**

- Landscape-scale qualitative assessment of land use, topography, habitats, wildlife occurrences, wildlife resources, local and state wildlife linkages/corridors were reviewed along with proposed Alternative alignments.
- Quantitative resistance surface modeling were conducted for both mule deer and mountain lion.
- Exceeded MSHCP wildlife crossing requirements (i.e., quantity and sizes) and updated some elements (no one-way doors, increased fencing height and additional fencing elements for small animals) based on most up-to-date science and BMPs in the field of transportation ecology.
- Fencing Plan is forthcoming and will incorporate 10 feet tall chain link with angled barbed wire and will be buried with a small animal fencing feature along the bottom and escape ramps located as needed. One-way doors will not be used.

### **General Guidelines Consulted (more extensive literature references supplied in NES)**

Van der Ree, R., Smith, D. J., & Grilo, C. (2015). *Handbook of road ecology*. John Wiley & Sons.

Huijser, M. P., Kociolek, A. V., Allen, T. D., McGowen, P., Cramer, P. C., & Venner, M. (2015). *Construction guidelines for wildlife fencing and associated escape and lateral access control measures*.

Clevenger, A. P., & Huijser, M. P. (2011). *Wildlife crossing structure handbook: design and evaluation in North America* (No. FHWA-CFL/TD-11-003).

Meese, R. J., Shilling, F. M., & Quinn, J. F. (2009). *Wildlife Crossings Guidance Manual*. California Department of Transportation.

### **Experts Consulted**

Dr. Winston Vickers, University of California, Davis (UC Davis) Wildlife Health Center  
*Mountain Lion habitat use, crossing design, and wildlife fencing*

Dr. Kathy Zeller, University of Massachusetts, Amherst  
*Mountain Lion habitat use*

Dr. Kelley Stewart, University of Nevada, Reno  
*Mule deer behavior and habitat use and selection*

Dr. Jeff Villepique, California Department of Fish and Wildlife (CDFW)  
*Mule deer behavior, movement, and crossing design*

Dr. Patrick Huber, UC Davis  
*Resistance surface modeling approach and methodology*

## 2018 Stakeholder Meeting—Wildlife Crossing Overview

### Agency Staff Consulted on all Aspects of Cajalco Wildlife Crossings

Dr. Heather Pert (CDFW)  
Kevin Brennan (CDFW)  
John Taylor (USFWS)  
Karin Cleary-Rose (USFWS)  
Nicole Ronan (RCA)  
Laurie Correa (RCA)

### Adopted Crossing Design Criteria

<u>General Criteria</u>
Slope of embankments and access ramps of earthen crossings < 30° (58%)
Berms between crossings and road to limit noise on crossings adjacent to open space
3' high walls with 18" lip on all crossings adjacent to open space
All crossing will have earthen bottoms
<u>Small</u>
Crossing height 1.6-3.2 feet
Crossing widths will be double the height
Crossings interval no more than 990'
<u>Medium</u>
Crossing height 3.3-5.0 feet
Crossing widths will be double the height
Crossings interval no more than 990'
dirt/rock/concrete benches be placed on 1 side of each crossing
<u>Large</u>
Crossing height 5.1-14.5 feet, with a target of at least 10 feet for puma permeability
Height Target: 3 m (9.8 ft.) minimum for Puma
Dirt/rock/concrete benches be placed on 1 side of each crossing
Crossings interval no more than 1 mile
<u>Extra Large</u>
Height = 15 feet) and Width= 32 feet) minimum for Mule Deer
Dirt/rock/concrete benches placed on 1 side of each crossing
Crossings interval no more than 1 mile

### **Wildlife Crossing Quantities**

Due to design considerations, all large crossings will facilitate large, medium and small animals and all medium crossings will facilitate medium and small animals.

<b>Alternative</b>	<b>1</b>	<b>2C</b>	<b>4</b>
Required Large	10	10	7
Required Medium	56	56	40
Required Small	56	56	40
Proposed Large	24 (4 XL)	27 (4 XL)	15 (6 XL)
Proposed Medium	35 (59 total)	32 (59 total)	22 (37 total)*
Proposed Small	10 (69 total)	8 (67 total)	14 (51 total)

\*Note that several crossings were replaced with a very large, tall, expansive viaduct arch bridge on Alternative 4



**Wildlife Crossing Summary**

<b>Crossing No.</b>	<b>Alternative</b>	<b>Type</b>	<b>Size</b>
1	1, 2C, 4	Wet	XL- Bridge
2	1, 2C, 4	Dry	S
4	1, 2C, 4	Dry	XL
5	1, 2C, 4	Wet	M
6	1, 2C, 4	Dry	M
7	1, 2C, 4	Dry	M
8	1, 2C, 4	Dry	M
10	1, 2C, 4	Dry	L
13	1, 2C, 4	Dry	L
19	1, 2C	Dry	L
21	1, 2C	Dry	M
24	1, 2C	Wet	L
26	1	Wet	S
27	1	Wet	M
28	1	Dry	L
29	1	Wet	M
30	1	Dry	M
31	1	Dry	M
32	1	Wet	M
35	1	Wet	M
36	1	Dry	XL
37	1	Dry	S
39	1	Dry	M
40	1	Wet	M
41	1	Wet	XL-Bridge
42	1	Wet	L
43	1	Wet	M
44	1	Dry	M
45	1, 2C	Wet	L
46	1, 2C	Wet	S
48	1, 2C	Wet	XL
49	1, 2C	Wet	M
51	1, 2C	Wet	L
52	1, 2C	Wet	M
53	1, 2C	Wet	Large
54	1, 2C	Wet	S
55	1, 2C	Wet	L
56	1, 2C	Wet	M

2018 Stakeholder Meeting—Wildlife Crossing Overview

Crossing No.	Alternative	Type	Size
57	1, 2C	Wet	L
58	1, 2C	Wet	S
59	1, 2C	Wet	M
60	1, 2C	Wet	S
61	1, 2C	Wet	L
62	1, 2C	Wet	S
63	1, 2C	Wet	M
64	1, 2C	Wet	M
65	1, 2C	Wet	M
66	1, 2C	Wet	M
67	1, 2C	Dry	M
68	1, 2C	Wet	L
69	1, 2C	Wet	M
70	1, 2C	Wet	M
71	1, 2C	Wet	L
72	1, 2C	Wet	XL
73	1, 2C	Wet	M
74	1, 2C	Wet	L
75	1, 2C	Dry	S
76	1, 2C	Dry	M
77	1, 2C	Wet	M
78	1, 2C	Wet	L
79	1, 2C	Dry	L
80	1, 2C	Wet	S
81	1, 2C	Wet	L
82	1, 2C	Wet	L
83	1, 2C	Dry	M
84	1, 2C	Wet	L
85	1, 2C, 4	Wet	L - Culverts
86	2C	Dry	M
87	2C	Wet	XL
89	2C	Dry	M
90	2C	Dry	M
91	2C	Dry	M
94	2C	Dry	M
95	2C	Dry	L
96	2C	Dry	XL
97	2C	Dry	M
100A	2C	Dry	XL - Bridge
100B	2C	Dry	XL - Bridge

2018 Stakeholder Meeting—Wildlife Crossing Overview

Crossing No.	Alternative	Type	Size
101	2C	Dry	L
104	2C	Wet	L
131	4	Wet	L
132	4	Dry	M
133	4	Wet	L
134	4	Wet	M
137	4	Wet	M
138	4	Dry	M
139	4	Wet	M
140	4	Wet	M
141	4	Dry	S
142	4	Dry	S
143	4	Wet	M
144	4	Wet	M
145	4	Dry	S
148	4	Dry	M
149	4	Wet	M
150	4	Wet	XL
151	4	Dry	M
152	4	Wet	M
153	4	Wet	XL Bridge
155	4	Wet	L
156	4	Wet	L
157	4	Wet	M
158	4	Wet	S
159	4	Wet	M
161	4	Wet	XL - Bridge
166	4	Wet	XL - Bridge
174	1, 2C, 4	Dry	XL - Bridge
175	1, 2C, 4	Dry	M
176	1, 2C	Dry	M
178	1	Dry	M
179	1, 2C	Dry	M
181	1	Wet	M
188	4	Wet	M
189	4	Wet	S
190	4	Wet	S
191	4	Wet	S
192	4	Wet	S
193	4	Wet	S

2018 Stakeholder Meeting—Wildlife Crossing Overview

Crossing No.	Alternative	Type	Size
194	4	Wet	S
195	4	Wet	S
196	4	Wet	M
197	4	Wet	S
198	4	Wet	M
200	2C	Dry	M
204	4	Wet	S
205	2C	Wet	M
206	2C	Wet	M
210	Alt 4	Dry	XL-Bridge (Arch Bridge newly added)



**Conceptual Photographs**

All crossing will have earthen bottoms:



## 2018 Stakeholder Meeting—Wildlife Crossing Overview

All crossings adjacent to open space will construct 3-foot walls with an 18-inch lip projecting into the adjacent open space which direct small wildlife toward crossings:



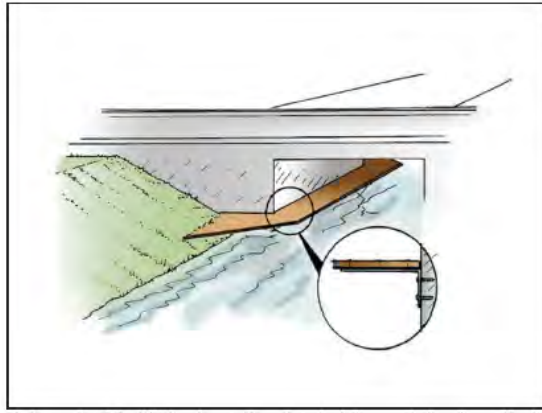
Large Crossing would provide cover to facilitate smaller animal movement:





## 2018 Stakeholder Meeting—Wildlife Crossing Overview

Dirt, rock, or concrete benches or providing a textured gentle slope up the side of the culvert/undercrossing must be used to allow dry crossings should be installed on at least one side of the all large/medium wet crossing facilities to allow wildlife to cross during most storm event circumstances. Some examples are included below:



## **POST-MEETING RESPONSES**

In response to the inquiry regarding early release of technical studies in advance of the Draft EIR/EIS, per Email to Mary Zambon and Brian Calvert from Aaron Burton, dated May 1, 2018:

“Yesterday Caltrans was asked if it was acceptable for the technical studies to be posted online once Caltrans District 8 concurred with them but prior to circulation of the DED. At the meeting Caltrans didn’t see any concern; however, after further consideration, Caltrans does not allow technical studies for an EIS level document to be circulated for public view until after the legal sufficiency of the NEPA document is completed. Once Caltrans District 8 concurs with the draft EIS including all required technical reports, the entire package is then circulated to Sacramento where it reviewed by a state of California attorney for legal sufficiency. Only after the attorney finds the proposed document and supporting technical studies to be legally sufficient pursuant to the provisions of 23 CFR 771.125(b) [and/or, 23 CFR 774.7(d)] can Caltrans D-8 release the technical reports for public viewing.

Please let me know if you have any questions.”

Aaron P. Burton  
Senior Environmental Planner  
Environmental Special Projects “C”  
Department of Transportation, District 8  
464 West Fourth Street, 6th Floor, MS 760  
San Bernardino, CA 92401-1400  
(909) 383-2841



#### **H.4.2 Additional Public Comments**

CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT PROJECT

Public Inquiries

COMMENTOR		COMMENTS	RESPONSE
1.	2/19/2010 Roy Funk	<p>I have recently purchased a home near Cajalco Road and Lake Mathews Dr. I am concerned about the expansion of Cajalco Road to four or six lanes. Is that project just a rumor, or is it real? Time frame? Where can I learn more? I purchased my home for the rural atmosphere the area offers and I believe many residents would not like a large freeway/ highway disturbing the area. I need to know the status of this expansion so I can plan if I should invest dollars in my property or just keep it as it is, since a freeway type road is likely to devalue the area's appeal.</p> <p>4/30/2012 at 10:41 am Recently, I was not against the expansion of Cajalco. The road improvement would yield safety benefits, balanced by some increased traffic problems. Now I am firmly against the project, as the mega warehouses continue expanding in Perris and Moreno valleys. The trucks would use Cajalco a lot, devastating the environment and tranquility of this area; my family's home.</p>	<p>3/1/10: S. Staley responded, I am a Project Manager for the Riverside County Transportation Department and I have been asked to provide a response to your email inquiry. Let me start by informing you that there is a proposed project to widen Cajalco Road from two lanes to four lanes. This project is in a very early stage of development and we are in the process of hiring a consultant to do the preliminary engineering and environmental work. Unfortunately, due to the early stage of the project, I have very limited information to share with you. It is our expectation that it will take several years (2 to 3) to complete the preliminary engineering and environmental work. The proposed improvements are substantial and consequently it is our intent to solicit public input at several points in the environmental phase. Let me assure you that you will have the opportunity to provide your input and share your concerns.</p> <p>I also want to note that there is a separate project being studied by the Riverside County Transportation Commission (RCTC) called the Mid County Parkway Project. The Mid County Parkway Project is a proposed new road that somewhat parallels the existing Cajalco Road. RCTC studied several alignments but has recently stopped work on the segment between I-15 and I-215. I mention this project because it is sometimes confused with our Cajalco Road widening project. You can obtain more information regarding the Mid County Parkway Project at the following web link. <a href="http://www.midcountyparkway.org/">http://www.midcountyparkway.org/</a>. We appreciate your interest and feedback regarding our projects. I will pass your email on to our environmental group so they can provide you with public notices. My phone number is 951-955-2092 if you prefer to contact me by phone.</p> <p>3/2/10: Mr. Funk responded: Thanks for your reply Scott. My only concern at this time is that the Mid County Parkway is going forward on the east end, but not on the west end. But, the endpoint of the Parkway is aligned with Cajalco Road, and if Cajalco is improved to 4 or more lanes, it will become the de-facto continuation of the Parkway and all the traffic will funnel thru on Cajalco Road, that was intended for the Parkway Project. So, yes, please do keep me informed of opportunities to give public input.</p> <p>4/30/12: The following email was sent to Mr. Funk: Thank you for your email inquiry regarding the Cajalco Road Widening and Safety Enhancement Project. As you know, the Riverside County Transportation Department is preparing an Environmental Impact Report for this project. The current schedule calls for the Draft EIR to be available for public review in 2013.</p> <p>We have added your information to our contact list, and you will receive notice of the public review period for the DEIR and any public meetings that are planned. Thank you again for your interest</p>
2.	9/17/2010 4:40 pm Nathan Westphal Board Member Residents Association of Greater Lake Mathews	<p>Juan, Thank you for coming to speak at our last community meeting. Your presentation was very informative and helped clear a lot of concerns our residents had. I have been getting a lot of requests from residents about the maps that you presented to us and was hoping you could point me in the direction of where these maps can be viewed. I appreciate any information you can pass our way.</p>	<p>9/27/10: J. Perez emailed Mr. Westphal, Thanks for your e-mail, I was out of the office last week so I am late in responding to it, my apologies. We will set up a link to our Transportation Department website with some information on the Cajalco Expansion project and the maps that I presented, so that way we can update the information as the project progresses. Please give us a couple of weeks to do so and then I will have Brigitte in our office send you an e-mail to let you know of the link. I will also forward your e-mail contact information to Mary Zambon, our environmental planner on this project, so that we can add you to our notification list for future meetings and project updates. Scott Staley is our Project Manager</p>

CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT PROJECT

Public Inquiries

COMMENTOR		COMMENTS	RESPONSE
			and will be the day-to-day person most involved in the project as it progresses, along with Ms. Zambon. Thanks for your interest in this very important project, look forward to your continued input and participation as it unfolds.
3.	9/17/2010 6:52 pm Judi Hileman	I don't believe that you said anything about a bike lane on Cajalco. A lot of bikers use that rout as a training site. Would you be opposed to adding a bike lane?	9/27/10: Judi, I was out of the office last week, sorry for the delay in my response. We are planning on installing a fairly wide paved shoulder on Cajalco that can provide a much safer area for bicyclists than what we have today. The other issue that I mentioned at the meeting is that we are looking to possibly incorporate a trail next to (but safely separated from) the road that can be "multi-use" for bicyclists, equestrians etc., although the trail may also end up away from the road but still providing connectivity. The location of the trail will be evaluated in more detail in the environmental document that will be done for this project. Thanks for contacting us with your comments, I'll have Mary Zambon add you to the contact list that we are developing to keep you apprised of updates. We also intend to set up some information on the project on our website that can be updated, I'll send out a notification through RAGLM once that gets set up.
4.	9/18/2010 7:29 am Gary J. Hirdler	Dear Mr. Perez, Is there a map showing the proposed route/expansion of Cajalco road? My property fronts Cajalco at 13586. I fear that I will be severely be impacted, up to and including losing all of my land. In that regard, any information you can provide would be very helpful. I have recently spent many thousands of dollars remodeling the home. I need to determine if any further improvements would be all for naught	9/27/10: J. Perez responded: Mr. Hirdler, Thanks for contacting us. I was out of the office last week, my apologies for my delayed response. As I mentioned at the RAGLM meeting, we are basically just starting with the detailed environmental and engineering work on the project, and it will take a good 9-12 months to have alternative alignments laid out in enough detail to be able to show potential property impacts, and even then the alignments will be somewhat modified during final design. We will do our best to minimize impacts to adjacent residences, but until we have more detailed alignments it will be difficult to say on any specific property what the impacts may or may not be. We will also be studying alternatives that may have different impacts depending on where your specific property is. As I also mentioned this project will take several years to complete the environmental and design phases to evaluate and approve a project before any right-of-way acquisition and construction can even start, and all of that will take substantial funding that may impact the schedule. We will also be likely proceeding with any construction activity in the Mead Valley area first since the alignment is more settled there and there are less environmental impacts and property acquisitions, and costs, so there are no imminent plans to start construction around Lake Mathews for several years. I will ask Mary Zambon, our Environmental Planner, and Scott Staley, our Project Manager, to add you to the notification list for the project so that we can update you as we know more detailed information that we can present to the public. We do understand that you and others that live adjacent to the road are particularly concerned, and will do our best to keep you informed as the project progresses. We will be performing an Environmental Impact Report on this project so there will be many opportunities for public comments and interaction as the project progresses, and we will also set up a website to serve as a communication tool
5.	9/2010 Serena Burnett & Claudia Naber Amazonia Wildlife Foundation		County staff met with Serena & Claudia in Sept 2010 and heard their concerns, which relate to potential ROW impacts and noise impacts to their property.

CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT PROJECT

Public Inquiries

COMMENTOR		COMMENTS	RESPONSE
6.	1/13/2011 10:12 am Andrew Petitjean V.P. Planned Community Dev.	Thanks for the feedback. I have a couple of follow-up questions. Are you processing one environmental document for the whole thing (I-15 to I-215) or just the first phase? And when do you anticipate breaking ground?	1/13/11: Thanks for your interest in our project. The status is that we put a consultant under contract last month to do the necessary technical studies and documentation needed for the environmental document. The consultant is just getting mobilized and is starting work this month. We have also started the process for gaining access to properties in the area that is needed to do our technical studies. FYI... It is expected to take several years to get through the preliminary engineering and environmental work. I hope this answers your question. Please let us know if you have any other questions. 1/13/11: A. Petitjean responded, thanks for the feedback. I have a couple of follow-up questions. Are you processing one environmental document for the whole thing (I-15 to I-215) or just the first phase? Is the funding in place today so you can roll right into construction right after approval or not? And when do you anticipate breaking ground?
7.	1/24/2011, 12:06 pm Marilyn Stake	After reading Supervisor Bob Buster, District 1, flier about Cajalco Road environmental completed last summer, ground breaking 2014, wants to know if there has been an approved plan and who would be the contact on that.	1/24/11: Debra Piantadosi forwarded inquiry to Scott Staley. 1/27/11: S. Staley provided project status to Ms. Stake who lives on Cajalco Road just east of Harley John.
8.	3/7/2011 Jennifer & Adam Miller	Concerned that additional traffic will be drawn to the area if the capacity of Cajalco is enhanced. Jennifer suggested looking into introducing alternative forms of low impact transportation and tailored development that would draw traffic away from the area. The Miller's would like to be added to a contact list and informed of any upcoming meetings.	J. Ashlock
9.	4/29/2011 Cindy Ferry RAGLM	<p>5/2/11: Forwarded by J. Perez.</p> <p>To our honorable Board of Supervisors and County Planning Dept., I wanted to say that I saw the article in the Press Enterprises about the Mid County Parkway. I wanted to say you have been through hell and back over this issue of the best way to move traffic and supply an appropriate means for transportation of goods into and through Riverside County. There are MANY issues the county is REQUIRED to address. This is no small task, by ANY means. It costs the taxpayers/residents of Riverside County dearly to do these studies. It's the right thing to do and worth the money spent when things then come together the way they should, giving all what is needed with the least number of negative impacts to the residents that moved to Riverside for all it has to offer and that want to keep the same. I'm one of the first to bitch when things do not go well for the peace and comfort of Riverside residents. There are many lifestyle needs that MUST be worked into a plan, whether it is a development project or roadways, which go hand-in-hand.</p> <p>Being one of those to speak at MANY a hearing on this issue, I will stand now to say that the governing agencies of this county have been wise and thoughtful in their choices when it comes to this parkway. It's NOT just about the people and cars. The choices the county has made to scale back in the habitat areas is proper, wise and the right thing to do. The plan for the habitat has to come together correctly as well. The lifestyle of the rural residents has to merge in with the habitat area and can't be cut up into pieces. To do otherwise would mean the end of the rural lifestyle and the habitat in short order.</p> <p>You have planned well and have addressed the issues properly. The plans for Cajalco Road/Ramona Express way have been in the works for over 40 years. The plans you have been working on just need a few more details addressed and worked out. I applaud the county for rolling up its sleeves and coming to the table with all involved. The issue of this portion of land can be addressed and the developers can still put that land</p>	



CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT PROJECT

Public Inquiries

COMMENTOR		COMMENTS	RESPONSE
		<p>to good use, such as now planning homes for that area, as I'm sure had once been their plan. Because new homes are not selling now, like they were back when all this was in the heat of its planning stages, doesn't mean this land is now some kind of wasteland.</p> <p>It's not often the county has me praising their work, but I'm here to tell you that Riverside County has done the right thing in regard to the Cajalco/Ramona Expressway plan. It is much better than it was three years ago and I fully support their choice to cut back on the expansion through the habitat areas here. I'm sure the county doesn't want a lawsuit but, if it cannot come to an agreement and still protect this area, then going to court is the right thing to do.</p>	
10.	6/27/2011 Robert Stockton, Principal Rick Engineering Company Via Email	<p>Hi Khalid:</p> <p>Please let me know the current status of the widening of Cajalco Road to 4 lanes, particularly from Temescal Canyon Road to La Sierra. The Eagle Valley project we previously met about is coming back to life, and I'm trying to determine the timing of off-site improvements.</p>	
11.	7/26/2011 Gabriella Gonzales	7/26/11: Ms. Gonzales left a message on concerns that the project might wipe out some landscape work she is planning.	7/29/11: E. Argomaniz informed Ms. Gonzalez that the Cajalco Road widening is in the environmental study phase that will last about 3 years. At this time, no decisions have been made on alternatives and how they may affect properties. Verified mailing address and informed Ms. Gonzales that a public meeting is being planned for September and she would receive meeting notice. Ms. Gonzales indicated she may hold off on any landscaping to her property.
12.	8/5/2011 Nathan Westphal RAGLM Board Member	8/5/11: Would like to be added to the list of persons to notify in regards to future meetings of the "Cajalco Road Improvement Project"	9/26/11: Thank you for your comment regarding the Cajalco Road Widening and Safety Enhancement Project. A Noise Analysis will be prepared as a part of the technical studies for the environmental document. Use of rubberized asphalt can be evaluated in the draft EIR.
13.	Forwarded by M. Zambon on 9/7/2011 Debbie & Carl Winzen	Adamantly against the project. Concerned with traffic, noise levels, and additional traffic in community using Cajalco as a route from 215 to 15.	
14.	9/10/2011 Carlene Brown	<p>Suggests Cajalco Road become a major freeway as the traffic is non-stop, and suggests putting a major shopping center at Harvill Road/Cajalco Road or Alexander Street/Cajalco Road.</p> <p>11/2/14: C. Brown sent the following email address to C. Staley: Mr. Staley, This Cajalco Rd. widening has been in the planning stages for over 11 years now. The "tax payer" is paying millions to these environmental study groups. I, just recently received a form letter requesting permission to access my property, I received this exact same letter 9 years ago? I do believe 11 years going on 12 years is inexcusable! This project should have been completed "long ago"!</p> <p>The monies that have been wasted on environmental studies/meetings could have already built this Expressway! "You can fool some of the people all the time, and all of the people some of the time, but you can't fool all of the people all of the time." Abraham Lincoln. Enough is enough!</p> <p>Very frustrated, Carlene Brown</p> <p>Ms. Brown sent a different email address: Respectfully, Carlene Brown 20581 Cajalco Rd.</p>	<p>11/6/14: E. Cruz sent the following email response to Ms. Brown: Hello, Ms. Brown, Thank you for your email and website feedback about the Cajalco Road Widening and Safety Enhancement Project. The County of Riverside is continuing to study alignments for the widening of Cajalco Road from two lanes to four lanes between Harvill Avenue and Temescal Canyon Road, and from four lanes to six lanes between the I-215 southbound ramps and Harvill Avenue.</p> <p>Two alignments previously were identified for study and presented to the public during scoping meetings held in September 2011 and October 2012. Based upon the feedback received from residents and public agencies, two additional alignments were identified for study. This link provides a graphic that shows the four alignments that are being studied: Click this link.</p> <p>The project team is preparing technical studies related to the four alignments; the technical studies are expected to be completed in mid- to late 2016. The environmental document will</p>

COMMENTOR		COMMENTS	RESPONSE
		<p>Perris, Ca. 92570 951-943-1107</p> <p>In addition to my comments below, I would like it noted that I take my life in my hands "daily" trying to cross Cajalco Rd. to get my mail. The majority of residence's are on the opposite side. I would like to request that my mail box be allowed to be moved to my side of the street.</p> <p>As I am writing this, the traffic on Cajalco Rd. is backed up to Brown St., going towards Riverside. This type of congestion occurs "everyday", starting at 4:00am to 10:00am and 3:00pm to 7:00pm. I live on Cajalco Rd/Alexander. This project should have been completed 10 years ago! Now, as it is the traffic is so severe that it boggles my mind as to how lanes can be added to Cajalco Rd. Cajalco Rd. definitely needs to be widen at least to a 4 lane Rd., with no "Median" between. The millions that have been spent on Environmental study groups, meetings, etc. could have paid for this project long ago. This project is going on for almost 12 years.</p> <p>Since you find "no time" to answer my concerns, I will start contacting the Reader's Open Forum, the Press Enterprise and anyone else who will listen.</p> <p>This project has gone on ad nauseam! Perhaps someone from your Dept. should try and travel Cajalco Rd. during the hours I mentioned above.</p> <p>I would like this e-mail to be part of the public record.</p> <p>Carlene Brown 20581 Cajalco Rd. Perris, Ca. 92570. P.S. I am looking for more people, who actually care, to contact.</p>	<p>be available for public review in 2017. Project approval is anticipated by 2018. Construction would be scheduled to start following project approval, subject to securing funding.</p> <p>We realize that residents and motorists have been hearing about improvements to Cajalco Road for a number of years. Please note that improvements to Cajalco Road previously were included in a project led by the Riverside County Transportation Commission (RCTC) as part of a larger Mid-County Parkway Project. In early 2010, the Mid-County Parkway Project was divided into two, and the County of Riverside began studying the portion between Interstate 215 and Interstate 15 in 2011. This now is a separate project from the Mid-County Parkway and requires a separate environmental study. The legal process for state and federal environmental approvals requires extensive studies to be undertaken to determine how the project may affect the local community and environment. Opportunities for public comment also are provided as part of the environmental process. As noted above, we received requests from the public to study two additional alignments, which is extending the time of the studies that need to be completed to comply with these legal requirements.</p> <p>The County of Riverside is committed to this project and the safety of motorists and residents along Cajalco Road and the adjacent area. The recently installed traffic signal at the intersection of Cajalco Road and Alexander is one improvement that the County has made along Cajalco Road.</p> <p>Regarding your request for relocation of mail boxes, that is handled through the US Post Office. In some areas of the project, the relocation of mail boxes and/or consolidation of mail receptacles may be considered in order to comply with US Post Office access and safety requirements. These requirements are available on the USPS website at: <a href="http://pe.usps.com/text/dmm300/dmm300_landing.htm">http://pe.usps.com/text/dmm300/dmm300_landing.htm</a>." Below are related excerpts from the USPS Postal Operations Manual.</p> <p>USPS Postal Operations Manual 632.524 Location Curbside mailboxes must be placed so that they may be safely and conveniently served by carriers without leaving their conveyances. They must be reasonably and safely accessed by customers. Boxes must also be on the right-hand side of the road and in the carrier's direction of travel in all cases where driving on the left-hand side of the road to reach the boxes would pose a traffic hazard or violate traffic laws and regulations. On new rural or highway contract routes, all boxes must be on the right side of the road in the carrier's direction of travel. Boxes must be placed to conform to state laws and highway regulations. Carriers are subject to the same traffic laws and regulations as are other motorists. Customers must remove obstructions, including vehicles, trash cans, and snow, that make delivery difficult. Generally, mailboxes are installed at a height of 41 to 45 inches from the road surface to the bottom of the mailbox or point of mail entry. Mailboxes are set back 6 to 8 inches from the front face of the curb or road edge to the mailbox door. Because of varying road and curb conditions and other factors, the Postal Service recommends that customers contact the postmaster or carrier before erecting or replacing their mailboxes and supports.</p> <p>632.525 Grouping Boxes should be grouped wherever possible, especially at or near crossroads, service turnouts, or other places where a considerable number of boxes are presently located.</p>

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			In reference to the letter you received to request access to your property, the County of Riverside is requesting access so that the technical studies can continue as needed. You mentioned a letter that you received nine years ago to allow access. This may have been related to the Mid-County Parkway Project referenced above, and, if so, would not be applicable for the Cajalco Road Project. Please let us know if you have questions related to this request for access or any other project questions.
15.	9/12/2011 Margarita Gonzalez	What does it mean for the home/land owners as far as our property? Is part of our property going to be needed / used for this project? If so, how does this type of projects affect the owners? When is the project going to begin? Is there anything that I need to do or can do to understand this better? Is there a way that you can mail to my address the information so that my sister can forward it to me?	9/26/11: Thank you for your interest in the Cajalco Road Widening and Safety Enhancement Project. The project is in the initial stages, so we do not yet have detailed engineering drawings to say with certainty if there will be any property acquisition or easements required from your property. The timing of that phase of the project is several years out, possibly in 2014-2016. The information from the public meetings will be available via the website ( <a href="http://www.rcprojects.org">www.rcprojects.org</a> ); your email address will be added to a list to be notified when the PowerPoint presentation is on the website. You may also want to read the Initial Study (available on the website) and provide comments that we will address in the Draft Environmental Impact Report. (Comments are due by October 21, 2011.) I can also mail information if you would prefer.
16.	9/12/2011 JoAnn McAnlis	Concerned about flooding/drainage on her property between Seaton & Decker, north side of Cajalco: her access has flooded in the past-she requests that to be addressed in the DEIR. How much ROW will be needed from her property? She believes she owns all the way to the existing shoulder. Suggests a frontage road to address safety concerns with turning movements. Also would like a median that stops cars from crossing the road. Concerned with truck traffic relative to noise and air quality impacts from diesel emissions.	
17.	9/13/2011 Dan Silver Executive Director Endangered Habitats League	EHL concurs with addressing biological impacts via conformance with the County's Multiple Species Habitat Conservation Plan (MSHCP). In ensuring conformance, the County should coordinate with RCTC's closely related Mid-County Parkway (MCP) project. Our concerns over MSHCP conformance were presented in a 2009 letter to RCTC regarding the MCP. These concerns apply equally to the Department's Cajalco Road Project. For your reference, I also attach a relevant 2010 letter from the state and federal wildlife agencies. Please retain EHL on all mailing and distribution lists for the Project, such as for environmental documents and Public hearings.	
18.	9/16/2011 Tina McCauslin Assistant Vice President David L. Bonuccelli & Associates, Inc.	Represents a property owner that has property at the corner of Temescal Canyon Road and Cajalco Road and we are interested in receiving information.	9/21/11: Thank you for your interest in the Cajalco Road Widening and Safety Enhancement Project. Information presented at the Public Scoping Meetings will be available after the meetings at the project website, <a href="http://www.rcprojects.org">www.rcprojects.org</a> . Your email address will be added to a list to be notified when the information is available. You may also request to be added to the notification list to receive all future mailings on the project. Yes, the PowerPoint presentation will be available on our website by early next week.
19.	9/20/2011 Lauren Millsap	What have been the results of the current traffic volume studies for this project? Where is the traffic volume pattern on the different segments of road around the lake (Cajalco east of El Sobrante, Cajalco between El Sobrante and La Sierra, Cajalco between La Sierra and Temescal, El Sobrante between Cajalco and	

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COMMENTOR		COMMENTS	RESPONSE
		<p>Mockingbird Canyon, El Sobrante between Mockingbird Canyon and La Sierra, La Sierra between Cajalco and El Sobrante, La Sierra north of El Sobrante).</p> <p>Cajalco Road does carry a lot of traffic east of El Sobrante Road, but it seems that most of the traffic then goes north of Lake Mathews on El Sobrante and goes north on La Sierra or Mockingbird Canyon. The reverse is also true. My question is if it is really necessary to widen Cajalco between El Sobrante and Temescal Road. As a resident in the area, my concern is that the widening will just encourage higher traffic volumes (especially trucks) and increase noise and pollution along the way. It's one thing to widen a road to relieve existing, and mitigate future traffic loads, but this project seems designed to actually encourage more traffic through this remote area.</p>	
20.	9/21/2011 Nathan Westphal RAGLM Board Member	Consider rubberized asphalt for the proposed expansion to keep the noise level down. This will help limit the impact on wildlife as well as the community residents.	9/26/11: Thank you for your comment regarding the Cajalco Road Widening and Safety Enhancement Project. A Noise Analysis will be prepared as a part of the technical studies for the environmental document. Use of rubberized asphalt can be evaluated in the draft EIR.
21.	9/25/2011 Jane Gustafson	<p>This route has been studied how many times at taxpayers' expense? What happened to the last proposal with eight routes? What will this traffic do while the road is widened? What expectations have I with a driveway onto the road, a house 30 ft from the easement, and more than enough traffic dust and road noise now? Where will we go if displaced? Having browsed the 72-page document and your website, none of these questions are addressed.</p> <p>2/28/14 5:36 am Please update the Cajalco Project website. Rumors are flying about 145-property buy-out for 2016 start. Any foundation to this rumor?</p> <p>Concerned Cajalco resident, Thanks!</p>	<p>3/3/14: E. Cruz sent the following email response to Ms. Gustafson: Hello, Ms. Gustafson, Thank you for your website inquiry about the status of the Cajalco Road widening project and whether there are plans to buy 145 properties. The Riverside County Transportation Department (RCTD) is working to update its web pages related to the project. In the meantime, here is the latest information:</p> <p>RCTD is continuing its study of alignments for the widening of Cajalco Road from two lanes to four lanes between Harvill Avenue and Temescal Canyon Road, and from four lanes to six lanes between the I-215 southbound ramps and Harvill Avenue. Two alignments were identified for study and presented to the public during scoping meetings held in September 2011 and October 2012. Based upon the feedback received from residents and public agencies, two additional alignments have been identified for study. The project team is preparing technical studies related to the four alignments; the technical studies are expected to be completed in early or mid-2015. The draft environmental document will be available for public review in 2016. Project approval is anticipated by early to mid-2017. Construction would be scheduled to start following project approval, subject to securing funding.</p> <p>In late February, RCTD sent letters to property owners along the four alignments to request permission to enter their properties for the purpose of conducting technical studies. Some of the rights of entry that RCTD had previously secured from property owners have expired, so RCTD sent notices to these owners to request new rights of entry to continue the studies. Rights of entry requests also were sent to property owners along the two additional alignments noted above. At this time, no properties have been identified for right of way acquisition, because the four alignments are still being studied. Information about proposed right of way purchases, if any, will be included in the draft environmental document that will be available for review in 2016.</p> <p>Please let us know if you have any further questions regarding this project. Thank you again for your inquiry.</p>



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22.	9/26/2011 Lanette Bodiford	I believe that the widening of Cajalco has been needed for some time. The safety measures are also of great need. I believe there may also be a need for sound walls in our area due to additional traffic noise. Our homes are already subject to great noise during high traffic times.	
23.	9/27/2011 Rick Simmons	Lives very close to where the proposed widening is to take place and is concerned about the noise pollution, air pollution, safety and increased traffic it will bring near contact's house.	
24.	10/4/2011 J. Hill CA Boulder Springs Holdings, LLC c/o TriMont Real Estate Advisors	Both Alternatives show a "Staging Area" on the Boulder Springs property at Carpinus and Cajalco, and we are opposed to that usage as the owner of the property. Usage could impact development of the larger parcel it is a part of as well as have an environmental impact on the site.	
25.	10/11/2011 Lid	The prevailing winds will carry the noise and air pollution directly to the residences of Lake Mathews.	
26.	10/7/11 Claudia Naber	Property will be directly impacted by the project. Concerned about the noise level. Recommends that Cajalco Road not be raised in order to reduce noise levels. Supports the no-build option.	
27.	10/13/2011 Debbie Duran	I was interested in getting more information on the project. I wanted to know if there is maybe a website or place I can receive more information. We live right off of Cajalco Road, and want to know how this will be affecting us, or if there will be anything we need to do for the project.	10/13/11: Thank you for your interest in the Cajalco Road Widening and Safety Enhancement Project. All of the information presented at the informational meetings is available at the project website <a href="http://www.rcprojects.org">www.rcprojects.org</a> . Click on the Read More button, then the Public Documents. You will find the Initial Study for the project, the PowerPoint and video simulation presented at the meetings. Please send any comments you would like to make by October 21, 2011 so they can be addressed in the environmental document. You can email, fax or send comments by regular mail. We will add your email address to the contact list for future notifications. Please contact me if you have any questions.
28.	10/16/2011 Nancy Urtado	Regarding: the County of Riverside Transportation Land Management Agency initiation of the process to widen Cajalco Road to serve as an east-west corridor. Please consider that in order for the corridor to meet the needs of the RCIP and CETAP, a number of features must be incorporated into the project. These include the following:  1. Design and construct the project in a manner that is complimentary to and an extension of the Mid County Parkway per County Policy SJVAP 13.1 Hemet to Corona/Lake Elsinore CETAP corridor in accordance with the CETAP Corridors section of the County General Plan Circulation.  2. Develop phasing for the Cajalco Road Widening and Safety Enhancement Project and Mid County Parkway in such a way that ensures equity in the funding and capacity on each project.  3. Design and construct the project so that it can be expanded to accommodate not less than six (6) lanes of the traffic per the County General Plan identifying plan design to follow Caltrans Highway and Design Manual standards.	

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COMMENTOR		COMMENTS	RESPONSE
		<p>4. Design and construct the project in recognition that the facility is regional in nature.</p> <p>5. Design and construct the project to ensure that traffic can flow without significant impediments and in the most expeditious manner per the County RTP.</p> <p>If the project is developed without these considerations, it will not meet the RCIP and the CETAP goals. Furthermore, it would likely not function as a true regional corridor capable of alleviating the traffic pressures experienced by other east-west corridors. Finally, without these design and construction considerations, economic development opportunities in the San Jacinto Valley, Winchester, Homeland, Romoland, Nuevo, East Lake, Perris, Moreno Valley and Menifee will be severely impacted.</p>	
29.	10/17/2011 Anne Absey	Submitted a comment letter to Mary Zambon.	
30.	10/20/2011 Robert and Candelaria Chandler	<p>Concerned how homeowners will approach their driveway and enter. Concerned with their land at the road, would they need a block/retaining wall to keep the land from sliding into the new road, especially during heavy rain?</p> <p>Their current water lines run parallel with the road, and the water meter is located two lots to the west. Will the water meter be relocated to in front of the property?</p> <p>Will street lights be placed along the road as well?</p> <p>Why is there not a turn out on Decker? Concerned about raising the speed limit and requests a digital speed limit monitor be placed to inform drivers of their speed.</p> <p>Would property size be considered? Would they need to readjust property taxes and would this affect property value?</p>	
31.	10/20/2011 J. Marconi	<p>Design and construct the project in a manner that is complimentary to and an extension of the Mid County Parkway per County Policy SJVAP 13.1 Hemet to Corona/Lake Elsinore CETAP corridor in accordance with the CETAP Corridors section of the County General Plan Circulation.</p> <p>Develop phasing for the Cajalco Road Widening and Safety Enhancement Project and Mid County Parkway in such a way that ensures equity in the funding and capacity on each project.</p> <p>Design and construct the project so that it can be expanded to accommodate not less than six lanes of the traffic per the County General Plan identifying plan design to follow Caltrans Highway and Design Manual standards.</p> <p>Design and construct the project in recognition that the facility is regional in nature.</p> <p>Design and construct the project to ensure that traffic can flow without significant impediments and in the most expeditious manner per the County RTP.</p>	
32.	10/20/2011 Center for Biological Diversity San Bernardino Audubon Society Sierra Club	<p>A majority of this site falls within the Lake Matthews Reserve. This area is designated as an Important Bird Area, a reserve area for the federally and state listed endangered Stephen’s kangaroo rat, a reserve established under the Lake Matthews Habitat Conservation Plan, and is a core reserve for the Western Riverside Multiple Species Habitat Conservation Plan.</p> <p>The expansion of the Cajalco road must be carefully designed to avoid sensitive resources, minimize impacts and substantially mitigate any impacts. In light of the sensitive nature of the proposed project area, not only should an environmental impact report (EIR) be produced under CEQA, but also an environmental impact</p>	

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	California Native Plant Society- Riverside-San Bernardino Chapter Friends of Riverside's Hills Inland Empire WaterKeeper	<p>statement (EIS) not an EA should be produced under NEPA. Also the lead NEPA agency is unclear and should be clearly stated in the EIS.</p> <p>The conservation organizations request that thorough, seasonal surveys be performed for sensitive plant species and vegetation communities, and animal species under the direction and supervision of the land management and resource agencies such as the US Fish and Wildlife Service and the California Department of Fish and Game.</p> <p>The conservation organizations request that the vegetation maps be at a large enough scale to be useful for evaluating the impacts. Adequate surveys covering all likely seasons in likely conditions must be implemented.</p> <p>The EIR/S must evaluate all direct, indirect, and cumulative impacts to sensitive habitats, including impacts associated with permitted and unpermitted recreational activities, the introduction of non-native plants, the introduction of lighting, noise, creation of potential barriers to wildlife connectivity and the loss and disruption of essential habitat due to edge effects.</p>	
33.	10/20/2011 Harold Gotts	Driveway to property will be rendered unusable due to the widening. Concerned about how to enter into property. Recommends an alignment to the north of property would be a better route.	
34.	10/20/2011 Cindy Jones Daverin Habitat Manager El Sobrante Landfill	The Initial Study does not mention that Alternative 2 proposes to take land that is part of the El Sobrante Landfill Preserve and does not address this impact. A portion of the land proposed to be impacted under Alternative 2 is in the El Sobrante Preserve. The El Sobrante Preserve provides habitat for the benefit of 31 sensitive species that are HCP Covered Species. The direct and indirect impacts to the 31 Covered Species would need to be addressed. The replacement of the El Sobrante HCP mitigation lands would need to be addressed. The costs for amending the El Sobrante HCP would need to be addressed. The costs associated with this would need to be addressed and provided by the project proponent.	
35.	10/20/2011 Susan Nash President Friends of the Northern San Jacinto Valley	<p>Concerned Caltrans is incorrectly implementing the delegated NEPA responsibilities by proceeding with an EA initially for this project instead of the NEPA mandated Environmental Impact Statement (EIS). RCTD and Caltrans have already made a "significant affect" determination via the CEQA Initial Study that this project will significantly impact the environment requiring a state mandated EIR. [CEQA Initial Study is equivalent to the NEPA Environmental Assessment (EA)]</p> <p>Believes the public will be better served by the actual consultation and cooperation of county, state, and federal agencies implementing environmental protection laws concurrently rather than consecutively; both CEQA and NEPA recommend and encourage this approach to project environmental review.</p> <p>Concerned that the Draft EIR/EIS give required consideration to Global Warming. In what ways will the Cajalco Project directly, indirectly and cumulatively contribute to this adverse environmental impact? How will this Project mitigate for this adverse environmental impact?</p> <p>Concerned about the significant adverse impacts of the Cajalco project noise and light on these sensitive wildlife habitats. Noise and light pollution generated from the new or improved roadway will render these lands unsuitable for many species particularly the nocturnal Stephens' kangaroo rat. Complete avoidance of noise and light intrusion on to the MSHCP conservation lands is the preferred mitigation for these impacts. Recommend consideration of earthen berms of sufficient stature to prevent unwanted noise and light intrusion into these sensitive wildlife conservation lands.</p>	
36.	10/20/2011 David L. Kepke	Supports Proposal 1, the divided median, and a horse trail/bike path separate from the highway on the lake side	

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COMMENTOR		COMMENTS	RESPONSE
37.	10/20/2011 Leslie Dale	Supports Proposal 1	
38.	10/20/2011 Nathan	Supports Proposal 1 and would like to see a trail separate from the expressway be developed. Concerned with the potential lighting and would like to see a fully proposed design of potential lighting and the impact it may have on the environment, sensitive habitats and the community. Would also like to know what the zoning would be for signage.	
39.	10/20/2011 Paula Vice	Supports the Cajalco Expansion Project.	
40.	10/20/2011 Michael Fred Allen	Recommends developing the project with all the considerations necessary to meet the goals of the RCIP and the CETAP.	
41.	10/20/2011 Susan Watson Executive Director San Jacinto Chamber of Commerce	Supports the project, but requests a number of features be incorporated into the project: <ol style="list-style-type: none"> <li>1. Design and construct the project in a manner that is complimentary to and an extension of the Mid County Parkway.</li> <li>2. Develop phasing that ensures equity in the funding and capacity on the Cajalco and Mid County Parkway projects.</li> <li>3. Design and construct the project so that it can be expanded to accommodate no less than six of traffic.</li> <li>4. Design and construct the project in recognition that the facility is regional in nature.</li> <li>5. Design and construct the project to ensure traffic can flow without significant impediments and in the most expeditious manner.</li> </ol>	
42.	10/21/2011 Linda Riley	The prevailing winds will carry the traffic fumes and sound straight to stakeholders' homes.	
43.	10/21/2011 Andrew F. Kotyuk	A number of features must be incorporated into the project. These include the following: <ol style="list-style-type: none"> <li>1. Design and construct the project in a manner that is complimentary to and an extension of the Mid County Parkway per County Policy SJVAP 13.1 Hemet to Corona/Lake Elsinore CETAP corridor in accordance with the CETAP Corridors section of the County General Plan Circulation.</li> <li>2. Develop phasing for the Cajalco Road Widening and Safety Enhancement Project and Mid County Parkway in such a way that ensures equity in the funding and capacity on each project.</li> <li>3. Design and construct the project so that it can be expanded to accommodate not less than six (6) lanes of the traffic per the County General Plan identifying plan design to follow Caltrans Highway and Design Manual standards.</li> <li>4. Design and construct the project in recognition that the facility is regional in nature.</li> <li>5. Design and construct the project to ensure that traffic can flow without significant impediments and in the most expeditious manner per the County RTP.</li> </ol>	



COMMENTOR		COMMENTS	RESPONSE
		<p>If the project is developed without these considerations, it will not meet the RCIP and the CETAP goals. Furthermore, it would likely not function as a true regional corridor capable of alleviating the traffic pressures experienced by other east-west corridors. Finally, without these design and construction considerations, economic development opportunities in the San Jacinto Valley, Winchester, Homeland, Romoland, Nuevo, East Lake, Perris, Moreno Valley and Menifee will be severely impacted.</p>	
44.	10/21/2011 Muriel Dufresne	<p>A number of features must be incorporated into the project. These include the following:</p> <ol style="list-style-type: none"><li>1. Design and construct the project in a manner that is complimentary to and an extension of the Mid County Parkway per County Policy SJVAP 13.1 Hemet to Corona/Lake Elsinore CETAP corridor in accordance with the CETAP Corridors section of the County General Plan Circulation.</li><li>2. Develop phasing for the Cajalco Road Widening and Safety Enhancement Project and Mid County Parkway in such a way that ensures equity in the funding and capacity on each project.</li><li>3. Design and construct the project so that it can be expanded to accommodate not less than six (6) lanes of the traffic per the County General Plan identifying plan design to follow Caltrans Highway and Design Manual standards.</li><li>4. Design and construct the project in recognition that the facility is regional in nature.</li></ol> <ol style="list-style-type: none"><li>1. Design and construct the project to ensure that traffic can flow without significant impediments and in the most expeditious manner per the County RTP.</li></ol> <p>If the project is developed without these considerations, it will not meet the RCIP and the CETAP goals. Furthermore, it would likely not function as a true regional corridor capable of alleviating the traffic pressures experienced by other east-west corridors. Finally, without these design and construction considerations, economic development opportunities in the San Jacinto Valley, Winchester, Homeland, Romoland, Nuevo, East Lake, Perris, Moreno Valley and Menifee will be severely impacted.</p>	
45.	10/21/2011 George Hague Sierra Club Moreno Valley Group Conservation Chair	<p>The DEIR must show where as well as how the Cajalco Road and the Mid County Parkway will meet to make for a continuous road. How will the 1-215 and the Ramona Expressway work with these other two roadways? Your analysis of all impacts must be done with the maximum traffic expected by these four roads mentioned above along with those which feed into them.</p> <p>The Irvine-Corona Expressway (ICE) needs to be factored into this DEIR's analysis, because it is in our present Riverside County General Plan and it is a logical extension to this expansion--for some. Does this DEIR deal with any roadway on the west side of the I-15 and if so, why? How will the I-15 handle the ultimate widening/improvements of Cajalco Road? This DEIR needs to compare the present traffic on the I-15 with what will happen between the Cajalco road connection and the 91 Freeway.</p> <p>How will this project accommodate mass transit and public transportation? Will this be something that is build into the first phases of the project or must we wait many years? How will bicycle lanes be provided and again will they be provided in the first phases? Which roads will be downgraded? Are there any near Lake Mathews which will have fewer lanes and when? What changes to roads, that are/will connected to Cajalco, are being proposed for the General Plan Update which are different than the current Riverside</p>	

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		<p>County General Plan? The area in which this widening would take place is mainly rural, but it appears the only way pedestrian will be accommodated is by future development. This will mean much higher density. Is your traffic analysis based on current land zoning or what always happens to rural zoning when roadways like this are built? This rural area has a significant number of horse riders. How will a horse trail next to a six lane road be viable? Will the horses be able to handle all the noise, lights, vibration and pollution of this goods movement corridor? How can you prove they will? What is your alternative to have a trail for horses near Cajalco Road? Will there be any staging areas provided for horses? How will these proposed trails impact biological resources? The DEIR needs to show the best places for trails to help the area remain rural.</p> <p>Their needs to be viable over and under crossings for both the largest of predators and the smallest of prey. Since most experts believe you cannot have human activity near or intersecting these animal crossings, how can you have trails for humans/horses next to this planned expansion? The DEIR needs to show the design of these animal crossings as well as each location for the different designs along the entire Cajalco Road. These same diagrams need to include where the trail system for humans would be located. The document needs to fully analyze the impacts of k-rails, medians and fencing on the animal populations in the area as well as those who just occasionally move through. The DEIR needs to have clear representations of where these k-rails, medians and fences will be located at different phases of the project along the entire length of Cajalco Road. How will you mitigate for the "dead zones" caused by the expansion of Cajalco Road? These are places in which animals try to avoid because of the noise, pollution, vibration and lights. Some may call these indirect impacts, but the Sierra Club calls them direct impacts caused by the road. How far will these dead zones reach beyond the Cajalco Road expansion right-away and also pavement? Will animals nest and repopulate in these zones? The DEIR needs to show where you will accommodate staging areas for construction equipment, supplies, temporary buildings and building materials. The DEIR needs to show what biological impacts will happen because of this staging area. How will you eliminate light pollution from both overhead lights and traffic? The document needs to explain how this will cause never ending predation of different species such as the Stephens Kangaroo Rat. How will the project make up for the increase of predation of this endangered animal by the decades of increased light pollution? Please look into International Dark Sky Standards and try to apply many of their ideas. How and where will you supply viable lands which mitigate for the loss of habitat? Will it be nearby or many miles away? How will the DEIR be able to show replacement habitat and for which species? Will it be the same quality or better habitat and will it be at least a two-for-one mitigation. The Sierra Club believes it should be closer to five-to-one mitigation. What happens if MWD doesn't open their HCP? The Sierra Club expects to be notified when they do open their HCP.</p>	
46.	10/21/2011 Lynn and Nancy Higbee	Concerned about the quality of life and noise levels in the community, and the environmental impacts to the two reserves.	
47.	10/21/2011 John Roth	<p>Provided a cover letter and three disks containing my comments related to the Mid County Parkway (MCP).</p> <p>COVER LETTER SUMMARY Right-of-Way (ROW) is expensive and becomes more so over time. Every effort should be made to acquire as much ROW as possible for later expansions as new projects are approved in the Hemet/San Jacinto, Lakeview/Nuevo and Perris areas.</p>	

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		<p>Use the existing Cajalco Road ROW. Alternative 1 is the best since it basically uses existing ROW and is the "shortest distance between two points" (I-215 to I-15).</p> <p>Four lanes with a two-lane expansion median the entire length of Cajalco Road would be my recommendation. The expansion median would serve the purpose of providing additional lanes in the future. It would also provide rationale to change the name of the road from "Cajalco Expressway", which connotes a sterile strip of asphalt or concrete, to the "Cajalco Parkway."</p> <p>With respect to a trail adjacent to the road, this is dangerous and could create additional liability for the County. I would recommend working with Metropolitan to secure trail ROW separate from the actual roadbed.</p>	
48.	3/13/2012 Jerrold Smith	<p>3/13/12: E. Argomaniz left message for Mr. Smith.</p> <p>3/20/12: E. Argomaniz contacted Mr. Smith and he would like to know how the Cajalco Road project will impact his property at 21909 Cajalco Rd, Perris. Provided him with a brief summary of the project telling him that Riverside County is proposing to widen Cajalco Road and is considering two alternatives with a third alternative to leave the roadway as is.</p> <p>3/21/12: C. Donahue followed-up with M. Zambon who followed up with E. Ng.</p> <p>3/22/12: Informed Mr. Smith that we are currently in the early planning phase of the project and property impacts have not been determined. We will keep him posted on any project updates.</p>	
49.	3/27/2012 4:44 pm Carol Garland	3/27/12: The public review period for the Cajalco Expansion Project Draft Environmental Impact Report (DEIR) is anticipated to commence in the near future. To that effect I kindly request that you provide me with the a copy of the DEIR. I would also respectfully request any other documents related to the DEIR. I wish to also be notified of any future meetings regarding the DEIR. Please send me any comments that have been submitted with regards to the DEIR as well.	
50.	3/29/2012 9:02 am Paula Vice	3/28/12: The public review period for the Cajalco Expansion Project Draft Environmental Impact Report (DEIR) is anticipated to commence in the near future. To that effect I kindly request that you provide me with a copy of the DEIR. I would also respectfully request any other documents related to the DEIR. I wish to also be notified of any future meetings regarding the DEIR. Please send me any comments that have been submitted with regards to the DEIR as well.	
51.	3/28/2012 2:56 pm Elaine Wilson	<p>3/28/12: The public review period for the Cajalco Expansion Project Draft Environmental Impact Report (DEIR) is anticipated to commence in the near future. To that effect I kindly request that you provide me with the a copy of the DEIR.</p> <p>I would also respectfully request any other documents related to the DEIR. I wish to also be notified of any future meetings regarding the DEIR. Please send me any comments that have been submitted with regards to the DEIR as well.</p>	
52.	4/26/2012 8:39 am Lori Roney	Requested to be added to the Cajalco project mailing list.	4/26/12: Added Ms. Roney's contact information to the project database and emailed the following response: Thank you for your email regarding the Cajalco Road Widening and Safety Enhancement Project. As you know, the Riverside County Transportation Department is preparing an Environmental Impact Report for this project. The current schedule calls for the Draft EIR to be available for public review in 2013. We have added your information to our

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			<p>contact list, and you will receive notice of the public review period for the DEIR and any public meetings that are planned. Thank you again for your interest.</p> <p>5/26/12: Received a second request to be added to project mailing list.</p> <p>5/30 Emailed the following response: Thank you for your second email regarding the Cajalco Road Widening and Safety Enhancement Project. We have updated your contact information to include the new phone number you provided to our contact list and you will receive information on any future public meetings that are planned. Thank you again for your interest.</p>
53.	5/4/2012 Steve Stanage	Requested to be added to the Cajalco project mailing list.	<p>5/4/12: Added Mr. Stanage's contact information to the project database and emailed the following response: Thank you for your email inquiry regarding the Cajalco Road Widening and Safety Enhancement Project. As you know, the Riverside County Transportation Department is preparing an Environmental Impact Report for this project. The current schedule calls for the Draft EIR to be available for public review in 2013.</p> <p>We have added your information to our contact list, and you will receive notice of the public review period for the DEIR and any public meetings that are planned. Thank you again for your interest.</p>
54.	5/24/2012 2:54 am Warren G. Webb		<p>5/30/12: Thank you for your email inquiry regarding the Cajalco Road Widening and Safety Enhancement Project. As you know, the Riverside County Transportation Department is preparing an Environmental Impact Report for this project.</p> <p>We have added your information to our contact list, and you will receive notice of the public review period for the DEIR and any public meetings that are planned. Thank you again for your interest.</p>
55.	6/20/2012 2:20 pm Jane Gustafson	<p>Ten months gone and no news on this website about project.</p> <p>Would like to be updated, please. I live on Cajalco and with retirement coming would like to be able to formulate some plans.</p> <p>Thanks.</p> <p>This mail is sent via contact form on Riverside County Projects <a href="http://rcprojects.org">http://rcprojects.org</a></p>	<p>8/8/12: Thank you for your email inquiry regarding the Cajalco Road Widening Project. Please visit the project website which has been recently updated: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>.</p> <p>We have added your information to our contact list, and you will receive a notice for the public meetings that are planned late this summer. Thank you again for your interest.</p>
56.	7/5/2012 4:58 pm Adam Miller	Add to Cajalco Project Mailing List	7/10/12: Updated contact information on database to include Mr. Miller's email and phone number.
57.	7/30/2012 Gary J Hirdler	Add to Cajalco Project Mailing List	7/30/12: Updated database to include Mr. Hirdler.
58.	9/12/2012 11:32 am Alana Preston	Add to Cajalco Project Mailing List	9/12/12: Updated database to include Ms. Preston and emailed the following response: Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list, and you will receive updates on the project including a notice for the public meetings that are planned in the fall.



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			For more information on the project, please visit the project website which has been recently updated: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest.
59.	9/26/2012 Nancy Higbee	Add to Cajalco Project Maling List	
60.	9/26/2012 11:41 am Susan Nash	Add to Cajalco Project Mailing List	
61.	9/26/2012 5:28 pm Brett Cochrane	Add to Cajalco Project Mailing List	
62.	10/1/2012 4:16 am	www.raglm.org is excellent, good work!	
63.	10/6/2012 9:32 am Linda Riley	The thought of the Cajalco trucking route is like a nightmare coming true. The out of control growth of warehouses and the approval of mega warehouses will bring our home; desiel fumes, particle pollution and non stop noise from the big rigs. My husband and I built our home in the Lake Mathews area to be near my husband's work 4 miles away. Prevailing winds that come from the North will soon poison us. I can't help but feel angry when the county holds these meetings supposedly for public input. Isn't this the same as the meetings for the DHL company to get our "input" even though you forgot to tell us the forms were already poured for the building, meaning it was a done deal. I'm so tired of the county bowing to the builders of anything, never giving the existing residences a thought in the world. Glad we're providing you a good laugh at the destruction you cause so many of us. I don't have to worry about going to hell, it's coming to me instead.	
64.	10/9/2012 12:52 pm Robert Howard	Add to Cajalco Project Mailing List	10/9/12: E. Argomaniz added to database.
65.	11/13/2012 6:47 pm Cecil D. Green	Add to Cajalco Project Mailing List	11/14/12: Updated database to include Mr. Green.
66.	12/4/2012 3:01 pm Melissa Arellano	Add to Cajalco Project Mailing List	12/6/12: Emailed Ms. Arellano the following response: Thank you for registering to receive updates about the Cajalco Road Widening Project. We have added your information to our contact list. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> .  Thank you again for your interest. Updated database to include Ms. Arellano.

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67.	1/14/2013 9:39 am Nina	Add to Cajalco Project Mailing List	1/14/13: Emailed the following response: Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest.
68.	1/17/2013 10:57 am Matt Noble	Add to Cajalco Project Mailing List	1/17/13: Entered Mr. Noble in database and emailed the following response: Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest.
69.	1/27/2013 8:08 pm Jeffrey Scholz	Add to Cajalco Project Mailing List	1/28/13 – C.Donahue to find out what response County wants to send to email sign-ups 1/31/13 – E. Cruz emailed the following response to Mr. Scholz: Thank you for your comment regarding the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates.  The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> .
70.	1/31/2013 8:07 pm Sharon Paisley	Add to Cajalco Project Mailing List	2/1/13 – E. Argomaniz emailed the following response to Ms. Paisley: Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates.  The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest.
71.	2/5/2013 Yolanda Williams	Add to Cajalco Project Mailing List	2/20/13 – E. Cruz added Ms. Williams to project database
72.	2/26/2013 John C. Walter Sr.	Add to Cajalco Project Mailing List	2/27/13 – E. Cruz emailed the following response to Mr. Walter: Mr. Walter: Thank you for signing up to receive updates on the Cajalco Road Widening Project. We confirmed your information in our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest.
73.	3/5/2013 3:37 pm Alfred Varela	Add to Cajalco Project Mailing List	3/7/13: E. Argomaniz emailed the following to Mr. Varela: Thank you for your email inquiry regarding the Cajalco Road Widening Project. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . We have added your

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			information to our contact list and you will receive future project updates. Thank you again for your interest.
74.	4/1/2013 10:03 am Nancy Holland	Add to Cajalco Project Mailing List	<p>4/1/13: Ms. Holland emailed S. Stalley to find out status of the Calexico Road Widening project.</p> <p>4/11/13: E. Cruz sent following to Ms. Holland: Ms. Holland: Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>. Thank you again for your interest.</p> <p>4/22/13/13: S. Staley emailed Ms. Holland: Nancy, my apologies for the delay in getting back with you. I assume you are referring to the Cajalco Rd project so here is a brief status update. As you may be aware, the County held a series of public meetings and has been coordinating with other government agencies. A considerable amount of feedback was received from both the public and agencies. We have been reviewing and incorporating the feedback into our analysis which has resulted in a fair amount of additional work. We are estimating that addressing the comments and incorporating the feedback will add an additional 6 to 12 months to our environmental documentation efforts. Public availability of the environmental document is now anticipated in late 2014. We appreciate your interest in this important project. If I can be of any further assistance, please let me know.</p>
75.	4/16/2013 3:40 pm James Earl	Add to Cajalco Project Mailing List	<p>4/18/13: E. Cruz added Mr. Earl to project database 4/22/13: E. Cruz sent email response to Mr. Earl: Mr. Earl, Thank you for your website feedback related to the Cajalco Road Widening Project. The California Department of Transportation and the County of Riverside are proposing to widen Cajalco Road between Harvill Avenue near Interstate 215 and Temescal Canyon Road near Interstate 15. The proposed project is designed to address growth and mobility needs and improve the roadway alignment and intersection design to enhance safety along Cajalco Road.</p> <p>Two build alternatives and a no-build alternative are being considered and are being evaluated in an Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Build Alternative 1 would widen existing Cajalco Road with minor alignment changes. Build Alternative 2 would widen existing Cajalco Road between I-215 and Hollis Lane and between east of Eagle Canyon Road and Temescal Canyon Road, would construct a new segment of Cajalco Road between Hollis Lane and east of Eagle Canyon Road, and would include a southerly extension of La Sierra Avenue. A preferred alternative has not been selected at this time.</p> <p>Once a Draft Environmental Document is prepared, we will advise you and other members of the public of opportunities to view and comment on the draft EIS/EIR.</p>

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			Please note that the Cajalco Road project is separate from the Mid-County Parkway Project that is being proposed by the Riverside County Transportation Commission. The project is a proposed 16-mile transportation corridor between the San Jacinto and Perris areas. RCTC recently recirculated the Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement. For more information about this project, please visit <a href="http://www.midcountyparkway.org/">www.midcountyparkway.org/</a> .
76.	4/18/2013 7:02 am John E. Hogue	Dear Scott Staley, the public review period for the Cajalco Expansion Project Draft Environmental Impact Report (DEIR) is anticipated to commence in the near future. To that effect I kindly request that you provide me with the a copy of the DEIR. I would also respectfully request any other documents related to the DEIR. Please send me any comments that have been submitted with regards to the DEIR as well.	4/18/13: E. Cruz added Mr. Hogue to project database
77.	4/18/2013 9:12 am Heather Bennett	Dear Scott Staley, the public review period for the Cajalco Expansion Project Draft Environmental Impact Report (DEIR) is anticipated to commence in the near future. To that effect I kindly request that you provide me with the a copy of the DEIR. I would also respectfully request any other documents related to the DEIR. Please send me any comments that have been submitted with regards to the DEIR as well.	4/18/13: E. Cruz added Ms. Bennett to project database
78.	4/23/2013 2:15 am Marina Barraza	Requested to be added to project mailing list	4/23/13: E. Cruz added Ms. Barraza to project database 4/23/13: E. Cruz sent email to Ms. Barraza: Ms. Barraza, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> .  Thank you again for your interest.  Cajalco Road Widening Project Team
79.	5/9/2013 3:50 pm Kathy Tegeler	Requested to be added to project mailing list	5/16/13: E. Cruz added Ms. Tegeler to project database 5/16/13: E. Cruz sent email to Ms. Tegeler: Ms. Tegeler, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team



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80.	5/14/2013 10:41 am Ryan Highstreet	Requested to be added to project mailing list	5/24/13: E. Cruz added Mr. Highstreet to project database 5/16/13: E. Cruz sent email to Mr. Highstreet: Mr. Highstreet, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
81.	5/16/2013 3:16 pm Brett Cochrane	Requested to be added to project mailing list	5/24/13: E. Cruz added Mr. Cochrane to project database 5/24/13: E. Cruz sent email to Mr. Cochrane: Mr. Cochrane, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
82.	5/23/2013 10:08 am Aaron M Jones	Requested to be added to project mailing list	5/24/13: E. Cruz added Mr. Jones to project database 5/24/13: E. Cruz sent email to Mr. Jones: Mr. Jones, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
83.	5/26/2013 7:22 pm Patty Linda Torres	Hello, demanding our personal telephone number to join your "MAILING LIST" list is a total vioation of privacy.  A mailing list is for "MAIL", not for telephone conversations.  Why is it REQUIRED and necessary to demand our telephone number just to be on a mailing list? Please advise.  Thank you, Patty	6/4/13: Ms. Torres sent the following email in response to welcome email: Hello, Thank you for the quick response. Please add me to the mailing list since you already have me e-mail address and name. I am concerned about all projects in the Corona and surrounding areas. Thank you. Kind regards, Patricia 5/30/13: E. Cruz added Ms. Torres to project database 3/29/13: E. Cruz sent email to Ms. Torres: Hello, Ms. Torres, Thank you for your comment about the Cajalco Road Widening Project and your interest in being placed on the project mailing list. We understand your concerns about providing a telephone number in order to be placed on the website and are working to modify our website so that the telephone number is no longer a "required field" to be placed on the mailing list. We appreciate you bringing this matter to our attention.
84.	5/29/2013 4:19 pm Jess Mitchell	Requested to be added to project mailing list	5/30/13: E. Cruz added Ms. Mitchell to project database 3/29/13: E. Cruz sent email to Ms. Mitchell: Ms. Mitchell: Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our

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			contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
85.	6/30/2013 5:01 pm Judie R. Bingham	Requested to be added to project mailing list	7/3/13: E. Cruz added Ms. Bingham to project database 7/3/13: E. Cruz sent email to Ms. Bingham: Hello, Ms. Bingham, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
86.	7/15/2013 and 11/2014 6:35 pm Vern Freeman	Edward Ng received call from Mr. Freeman to inquire about status of the Cajalco Road Project and also reminded Mr. Ng that he invited team to go out to the site with him to look at other alternatives to using Dirt Road and the east-west road connection (JJ Lane??) to Lake Mathews Drive for fire access. 11/2014: Mr. Freeman expressed concern over the alignment of the east-west run of the Dirt Road extension to Lake Mathews Drive during the November RAGLAM meeting	7/15/13: Response added to inquiry 2/4/14: C. Donahue and Heng Chow met with Mr. Freeman at the sharp bend of Dirt Road. Mr. Freeman explained that he and his wife own the two lots (with houses) just east of the sharp bend and south of where C. Donahue and H. Chow showed the road. His daughter operates a dog kennel and dog behavior training business at their property closest to the sharp bend. C. Donahue and H. Chow reviewed the plan and showed Mr. Freeman the planned alignment was outside of the two lots which he owned. Mr. Freeman received explanation that the proposed road would not encroach into his lots, but that the new right-of-way would start from the north edge of his property and that the new road would be located in the currently undeveloped vacant parcels adjacent to the groups of existing homes in the area. Mr. Freeman had mistakenly assumed that the road would be using their existing paved access road within their fenced area along the north edge of their property. Mr. Freeman inquired during the meeting if the right-of-way would be acquired through eminent domain. C. Donahue explained that the County does not take property for right-of-way, but would buy the necessary right-of-way at fair market value. After explanation, Mr. Freeman saw the potential benefits of a County maintained paved road and how it would eliminate the need for them to apply dust control agent to the dirt/gravel road twice a year and that the paved road would provide better emergency service response. Mr. Freeman was supportive of the alignment alternative through the area and quipped that it is his hope that the Cajalco Road work would begin right there at Dirt Road.
87.	7/12/2013 Larry Beelman	Call forwarded by M. Zambon: He would like a project update as he owns property in the area.	7/23/13: E. Argomaniz left a message; received a call back from L. Beelman. Informed him of the following and provided the project website address: The Riverside County Transportation Department and Caltrans are studying two “build” alternatives to improve Cajalco Road. The proposed project is designed to help improve mobility and safety on this 16-mile section of road between I-215 in Perris and Temecal Canyon Road near I-15 in the unincorporated area of Riverside County near Corona. Proposed improvements include widening the roadway to four lanes between Harvill Avenue and

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			<p>Temescal Canyon Road, and to six lanes between the I-215 southbound ramps and Harvill Avenue. A number of safety enhancements also are proposed, including building roadway medians, paving roadway shoulders, adding turn pockets, adding traffic signals and new signs. An EIR/EIS is being prepared for the project.</p> <p>Two project alternatives have been developed and refined based on public and agency input. A No Project Alternative also is being analyzed. The study process is continuing.</p> <ul style="list-style-type: none"><li>• One build alternative (Alternative 1) would generally widen the roadway from one lane in each direction to two lanes in each direction, with minor changes to the current alignment. West of Lake Mathews Drive and north of Lynette Lane, Cajalco Road would be realigned and include construction of a bridge south of Lake Mathews. A southern connection between Lake Mathews Drive and Dirt Road is being considered for secondary access for area residents.</li><li>• The second build alternative (Alternative 2) would widen the roadway between I-215 and Hollis Lane and between east of Eagle Canyon Road and Temescal Canyon Road. This alternative would require a new segment of Cajalco Road to be realigned to the south and built between Hollis Lane and east of Eagle Canyon Road. This alternative also would consider the extension of La Sierra Avenue to the south to connect with Cajalco Road. The Lake Mathews Drive-Dirt Road connection noted above for Alternative 1 would be considered for Alternative 2, as well.</li></ul> <p>Informed him that the technical analysis is continuing. A date for construction has not been set, as construction funding has not been secured.</p>
88.	8/2/2013 10:23 am Omar Sarsour Hernandez, Kroone & Associates, Inc.	Hello Ms. Donahue, I was wondering what the status is on the Cajalco Road Widening Project and also if there was any way of knowing the various agencies involved with the project at the moment. Thank you so much. Sincerely, Omar Sarsour	<p>8/2/13: C. Donahue emailed Mr. Sarsour the following response: Good afternoon, Omar, Thank you for your email. Here is the latest about the project.</p> <p>The Riverside County Transportation Department and Caltrans are studying two “build” alternatives to improve Cajalco Road. The proposed project is designed to help improve mobility and safety on this 16-mile section of road between I-215 in Perris and Temecal Canyon Road near I-15 in the unincorporated area of Riverside County near Corona. Proposed improvements include widening the roadway to four lanes between Harvill Avenue and Temescal Canyon Road, and to six lanes between the I-215 southbound ramps and Harvill Avenue. A number of safety enhancements also are proposed, including building roadway medians, paving roadway shoulders, adding turn pockets, adding traffic signals and new signs. An EIR/EIS is being prepared for the project.</p> <p>Two project alternatives have been developed and refined based on public and agency input. A No Project Alternative also is being analyzed. The study process is continuing.</p> <ul style="list-style-type: none"><li>• One build alternative (Alternative 1) would generally widen the roadway from one lane in each direction to two lanes in each direction, with minor changes to the current alignment. West of Lake Mathews Drive and north of Lynette Lane, Cajalco Road would be realigned and include construction of a bridge south of Lake Mathews. A southern connection between Lake Mathews Drive and Dirt Road is being considered for secondary access for area residents.</li><li>• The second build alternative (Alternative 2) would widen the roadway between I-215 and Hollis Lane and between east of Eagle Canyon Road and Temescal Canyon Road. This alternative would require a new segment of Cajalco Road to be realigned to the</li></ul>

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			<p>south and built between Hollis Lane and east of Eagle Canyon Road. This alternative also would consider the extension of La Sierra Avenue to the south to connect with Cajalco Road. The Lake Mathews Drive-Dirt Road connection noted above for Alternative 1 would be considered for Alternative 2, as well.</p> <p>The technical analysis is continuing. A date for construction has not been set, as construction funding has not been secured.</p> <p>Please let me know if you have any further questions.</p>
89.	<p>8/2/2013 1:51 pm Kelsey Wittels Walsh Construction</p>	<p>Hi Mr. Staley, I am with Walsh Construction and I am tracking the Cajalco Road Widening and Safety Enhancement Project. I was hoping you could assist me with an update on the status of the project. Have any tentative dates been set for bidding this project or any documents released? Is there any more information regarding the construction of the project, such as the delivery method or proposed engineers?</p> <p>Any information would be helpful and thank you for your assistance. Please feel free to contact me at (925)627-1723 with any questions.</p> <p>Regards, Kelsey Wittels Estimating Intern – Heavy Civil</p>	<p>8/6/13: E. Cruz sent the following response to Ms. Wittels: Hello, Kelsey, Thank you for your email. Here is the latest information about the Cajalco Road Widening Project.</p> <p>The Riverside County Transportation Department and Caltrans are studying two “build” alternatives to improve Cajalco Road. The proposed project is designed to help improve mobility and safety on this 16-mile section of road between I-215 in Perris and Temescal Canyon Road near I-15 in the unincorporated area of Riverside County near Corona. Proposed improvements include widening the roadway to four lanes between Harvill Avenue and Temescal Canyon Road, and to six lanes between the I-215 southbound ramps and Harvill Avenue. A number of safety enhancements also are proposed, including building roadway medians, paving roadway shoulders, adding turn pockets, adding traffic signals and new signs. An EIR/EIS is being prepared for the project.</p> <p>Two project alternatives have been developed and refined based on public and agency input. A No Project Alternative also is being analyzed. The study process is continuing.</p> <ul style="list-style-type: none"> <li>• One build alternative (Alternative 1) would generally widen the roadway from one lane in each direction to two lanes in each direction, with minor changes to the current alignment. West of Lake Mathews Drive and north of Lynette Lane, Cajalco Road would be realigned and include construction of a bridge south of Lake Mathews. A southern connection between Lake Mathews Drive and Dirt Road is being considered for secondary access for area residents.</li> <li>• The second build alternative (Alternative 2) would widen the roadway between I-215 and Hollis Lane and between east of Eagle Canyon Road and Temescal Canyon Road. This alternative would require a new segment of Cajalco Road to be realigned to the south and built between Hollis Lane and east of Eagle Canyon Road. This alternative also would consider the extension of La Sierra Avenue to the south to connect with Cajalco Road. The Lake Mathews Drive-Dirt Road connection noted above for Alternative 1 would be considered for Alternative 2, as well.</li> </ul> <p>The technical analysis is continuing. A date for construction has not been set, as construction funding has not been secured.</p> <p>Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>.</p> <p>Please contact us if you have further questions.</p> <p>Cajalco Road Improvement Project Team</p>
90.	<p>8/15/2013 Margo Gawelko</p>	<p>Requested to be added to project mailing list</p>	<p>8/19/13: E. Cruz added Ms. Gawelko to project database</p>



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91.	10/9/2013 7:52 pm Lauren & Kathryn Millsap	Requested to be added to project mailing list	10/10/13: E. Cruz added Lauren and Kathryn to project database Hello, Lauren & Kathryn, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
92.	10/18/2013 4:38 pm Miranda Patton	Requested to be added to project mailing list	10/24/13: E. Cruz added Ms. Patton to project database 10/24/13: E. Cruz sent email to Ms. Patton: Good morning, Ms. Patton, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
93.	10/24/2013 9:01 am Denise Bomhoff	Requested to be added to project mailing list	10/24/13: E. Cruz added Ms. Bomhoff to project database 10/24/13: E. Cruz sent email to Ms. Bomhoff: Good morning, Ms. Bomhoff, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> .
94.	11/7/2013 Yana Bashoura	Hello, Is there anything new on this project? Will it be built? Thank you,Yana	11/7/13: E. Cruz added Yana to project database and sent the following response via email: Hello Yana, Thank you for your email regarding the Cajalco Road Widening and Safety Enhancement Project. The Riverside County Transportation Department is continuing its study of alignments for the widening of Cajalco Road from two to four lanes between Harvill Avenue and Temescal Canyon Road, and from four to six lanes between the I-215 southbound ramps and Harvill Avenue. Two alignments previously were identified for study and presented to the public during scoping meetings held in fall 2012. Based upon the feedback received from residents and public agencies, two additional alignments have been identified for study. The project team currently is performing technical studies related to the four alignments; the technical studies are expected to be completed in early or mid-2015. The environmental document will be available for public review in 2016. Project approval is anticipated by early to mid-2017. Construction would be scheduled to start following project approval, subject to securing state and federal funding. We have added your information to our contact database so that we can notify you of future updates or meetings related to the project. Thank you again, Cajalco Project Team

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95.	12/2/2013 10:08 am Morgan Newlin	Requested to be added to project mailing list	12/4/13: E. Cruz added Mr. Newlin to project database. 12/4/13: E. Cruz sent email to Mr. Newlin: Good morning, Mr. Newlin, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
96.	12/5/2013 9:17 pm Susan Streble	Requested to be added to project mailing list	12/6/13: E. Cruz added Ms. Streble to project database. 12/4/13: E. Cruz sent email to Ms. Streble: Good afternoon Ms. Streble, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
97.	12/23/2013 5:08 pm Shan Lee	Requested to be added to project mailing list	12/27/13: E. Cruz added Shan to project database. 12/27/13: E. Cruz sent email to Shan: Good afternoon Shan, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
98.	1/3/2014 1:56 pm Danny Dodds	Requested to be added to project mailing list	1/6/13: E. Cruz added Mr. Dodds to project database. 1/6/14: E. Cruz sent email to Shan: Good afternoon, Mr. Dodds, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> .  Thank you again for your interest.  Cajalco Road Widening Project Team

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99.	1/9/2014 2:30 pm Maria Lopez	Requested to be added to project mailing list	1/13/14: E. Cruz added Ms. Lopez to project database. 1/13/14: E. Cruz sent email to Ms. Lopez: Good morning, Ms. Lopez, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> .  Thank you again for your interest. Cajalco Road Widening Project Team
100.	1/11/2014 5:43 pm Bill Wang	Requested to be added to project mailing list	1/13/14: E. Cruz added Mr. Wang to project database. 1/13/14: E. Cruz sent email to Mr. Wang: Good morning, Mr. Wang, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates.The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
101.	1/13/2014 8:09 am Larry Gillespie	Requested to be added to project mailing list	1/13/14: E. Cruz added Mr. Gillespie to project database. 1/13/14: E. Cruz sent email to Mr. Gillespie: Good morning, Mr. Gillespie, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates.The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
102.	1/14/2014 10:00 pm Michael Bognacki	Requested to be added to project mailing list	1/13/14: E. Cruz added Mr. Bognacki to project database.1/16/14: E. Cruz sent email to Mr. Bgnacki: Good afternoon, Mr. Bognacki, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team

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103.	3/4/2014 Steve Polchen 951-315-3462	Mr. Polchen left a voicemail for C. Donahue. He wants information about how his property may be affected.	3/4/14: C. Donahue left him a voice mail to request more information about his specific request.
104.	3/8/2014 2:04 pm Hideaki Nakamura	Requested to be added to project mailing list	3/17/14: E. Cruz added Hideaki to project database.3/17/14: E. Cruz sent the following email response to Hideaki: Good afternoon, Hideaki, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
105.	3/21/2014 2:54 pm Michael Fine	Requested to be added to project mailing list	3/24/14: E. Cruz added Mr. Fine to project database. 3/24/14: E. Cruz sent the following email response to Mr. Fine: Good morning, Mr. Fine, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
106.	3/22/2014 10:30 am Paul Wales	Requested to be added to project mailing list	3/24/14: E. Cruz added Mr. Wales to project database. 3/24/14: E. Cruz sent the following email response to Mr. Wales: Good morning, Mr. Wales, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team



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107.	4/8/2014 2:17 pm LeRoy Nichols III	Requested to be added to project mailing list	4/15/14: E. Cruz added Mr. Nichols to project database. 4/15/14: E. Cruz sent the following email response to Mr. Nichols: Good afternoon, Mr. Nichols, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
108.	4/21/2014 1:12 pm Vern Freeman	Requested to be added to project mailing list	5/2/14:E. Cruz added Mr. Freeman to project database 5/2/14: E. Cruz sent the following email response to Mr. Freeman: Good afternoon, Mr. Freeman, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
109.	4/22/2014 2:55 pm Aaron M Jones	Requested to be added to project mailing list	5/2/14:E. Cruz added Ms. Jones to project database 5/2/14: E. Cruz sent the following email response to Ms. Jones: Good afternoon, Ms. Jones, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
110.	5/15/2014 4:42 pm	Requested to be added to project mailing list	7/8/14: E. Cruz added contact to project database
111.	6/6/2014 9:23 am Pedro Silva	Requested to be added to project mailing list	7/8/14: E. Cruz added Mr. Silva to project database 7/8/14: E. Cruz sent the following email response to Mr. Silva: Good morning, Mr. Silva, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team

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112.	6/10/2014 7:01 pm Melissa Martin	Requested to be added to project mailing list	7/8/14: E. Cruz added Ms. Martin to project database 7/8/14: E. Cruz sent the following email response to Ms. Martin: Good morning, Ms. Martin, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
113.	6/23/2014 5:06 pm Allen Lorton	Requested to be added to project mailing list	7/8/14:E. Cruz added Mr. Lorton to project database 7/8/14: E. Cruz sent the following email response to Mr. Lorton: Good morning, Mr. Lorton, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
114.	6/27/2014 10:23 pm Natalie Gomez	Requested to be added to project mailing list	7/8/14:E. Cruz added Ms. Gomez to project database 7/8/14: E. Cruz sent the following email response to Ms. Gomez: Good morning, Ms. Gomez, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
115.	7/7/2014 11:01 am Nate Smith	Mr. Smith sent Scott Staley email with inquiry: Scott, I have a question regarding the design of Cajalco Road just east of Temescal Canyon Road. My company has been, and continues to work on a project in the area, the Eagle Valley Project, that is north of Cajalco Road. I wanted to know if there have been any major revisions to the proposed alignment of Cajalco Road since the alternatives were released in 2011. We have a connection point about 0.75 miles east of Temescal Canyon Road, and just want to verify if the alignment that we prepared for Cajalco related to this project is close to your design. Based on the drawings available on the project website, they seem to be. If you could please let me know, I would appreciate that. Also, if there is a possibility to get CAD or GIS line work, that would be great as well. Please let me know if you have any questions.  Thank You,	7/10/14: C. Donahue sent email response to Mr. Smith: Good afternoon, Nate, Scott Staley from the Riverside County Transportation Department asked me to respond to your question about alternatives that are being studied for the Cajalco Road project. The County is continuing to study alignments for the widening of Cajalco Road from two lanes to four lanes between Harvill Avenue and Temescal Canyon Road, and from four lanes to six lanes between the I-215 southbound ramps and Harvill Avenue. Two alignments previously were identified for study and presented to the public during scoping meetings held in September 2011 and October 2012. Based upon the feedback received from residents and public agencies, two additional alignments have been identified for study. The project team is preparing technical studies related to the four alignments; the technical studies are expected to be completed in early or mid-2015. The environmental document will be available for public review in 2016. Project approval is anticipated by early to mid-2017. Construction would be scheduled to start following project approval, subject to securing funding.

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			<p>This link provides a graphic that shows the four alignments that are being studied: Click this <a href="#">link</a></p> <p>Please let me know if you have any additional questions.</p>
116.	9/14/2014 9:34 am Roger Saily	Requested to be added to project mailing list	<p>9/15/14: E. Cruz added Mr. Saily to project database and sent following email response: Good morning, Mr. Saily, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates.</p> <p>The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>.</p> <p>Thank you again for your interest.</p> <p>Cajalco Road Widening Project Team</p>
117.	9/28/2014 7:55 am Michael Gallistel	Requested to be added to project mailing list	<p>11/6/14: E. Cruz sent the following email address to Mr. Galistel: Good afternoon, Mr. Gallistel, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates.</p> <p>The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>.</p> <p>Thank you again for your interest.</p> <p>Cajalco Road Widening Project Team</p>
118.	12/3/2014 Matt Bienduga	Requested to be added to project mailing list	<p>2/18/15: E. Jimenez sent the following email response: Good morning, Mr. Bienduga, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates.</p> <p>The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>.</p> <p>Thank you again for your interest.</p> <p>Cajalco Road Widening Project Team</p>
119.	1/9/2015 Les Wheatley Equipment Rental	Requested to be added to project mailing list	<p>2/18/15: E. Jimenez sent the following email response: Good morning, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates.</p> <p>The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>.</p> <p>Thank you again for your interest.</p> <p>Cajalco Road Widening Project Team</p>

## CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT PROJECT

### Public Inquiries

COMMENTOR		COMMENTS	RESPONSE
120.	2/7/2015 Irene Anderson	Requested to be added to project mailing list	2/18/15: E. Jimenez sent the following email response: Good morning, Ms. Anderson, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
121.	2/9/2015 Oliver D'Silva	Hello, will Florence St that intersects Cajalco Rd be paved once the street widening start on Cajalco Rd?	2/18/15: E. Jimenez sent the following email response: Hello, Mr. D'Silva, Thank you for your website inquiry about the Cajalco Road Widening and Safety Enhancement Project. The portion of Florence Street that is adjacent to the new gas station was paved recently. The remainder of Florence Street, which serves homes north of the gas station, is not scheduled for paving as part of the Cajalco Road project. The County of Riverside is continuing to prepare technical studies related to four alignments that are being analyzed for this project. The technical studies are expected to be completed in mid- to late 2016. The environmental document is anticipated to be available for public review in 2017, with project approval planned by approximately 2018. Construction would be scheduled to start following project approval, subject to securing funding. Thank you.
122.	6/25/2015 Ernestine Llamas	Requested to be added to project mailing list	6/25/15: E. Jimenez sent the following email response to Mr. Llamas: Good morning, Mr. Llamas, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
123.	6/24/2015 Rose Keshawarz	Requested to be added to project mailing list	6/25/15: E. Jimenez sent the following email response to Ms. Keshawarz: Good morning, Ms. Keshawarz, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
124.	2/27/2015 Kristen Davis Davis Consulting Services	Hello Mr. Staley, I have been doing some research in the Eagle Valley area around Corona and on the Cajalco Road widening project. I have reviewed the widening project website and am interested in learning more about the status of the project. I understand the project is still in the planning stage but are there more	3/3/15: S. Staley sent the following email response: Hi Kristen, As you are aware, we are still in the planning stages. Following our initial public scoping efforts we have added 2 new alternatives (3 & 4) that you noted below. As a result of these



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COMMENTOR		COMMENTS	RESPONSE
		<p>detailed plans (e.g. resource study corridor alignments) of Alternatives 3 and 4 that I could view? And what is the general status of the project and is the project in the CEQA process yet?</p> <p>6/19/15: Hello Mr. Staley, I wanted to follow up with you and see if there was a status update on the Cajalco widening project. Are there more detailed plans for the alternatives available yet to the public?</p>	<p>new alternatives we have had to obtain many new right-of-entries in order to do the field studies that are necessary to prepare the environmental documentation. We are in the final stages of obtaining the needed entry rights and have started our studies. We anticipate public circulation of a DEIS/DEIR in 2017.</p> <p>We have been working on the geometry for the new alternatives but only have early drafts that have not been reviewed and are not ready for public release. I have a simple animated schematic showing the general alignment that I am not sure if you have access to so I am providing a link.</p> <p>Link to: <a href="#">Cajalco Alignment Animation</a></p> <p>I am copying this information to our public relations contact Cheryl Donahue and am asking that she add your contact info to our contacts database to receive future notices.</p> <p>I hope this answers your questions. Let me know we can be of further assistance.</p> <p>6/25/15: S. Staley sent the following email response: Hi Kristen, We do have more detailed plans, however, we are doing some coordination with the folks managing the conservation lands and reserves that are impacted in the area prior to disseminating to the public. I expect we will be ready to share the details shortly (say a month or two).</p> <p>We were able to obtain all the needed entry rights and are currently working on the field work for the environmental studies.</p>
125.	3/27/2015 dannydodds	<p>Dear Scott Staley,</p> <p>The public review period for the Cajalco Expansion Project Draft Environmental Impact Report (DEIR) is anticipated to commence in the near future. To that effect I kindly request that you provide me with the a copy of the DEIR.</p> <p>I would also respectfully request any other documents related to the DEIR.</p> <p>I wish to also be notified of any future meetings regarding the DEIR.</p> <p>I would also like to request that the DEIR as well as the final EIR be available for public review for 120 days.</p> <p>Please send me any comments that have been submitted with regards to the DEIR as well.</p>	<p>Dear Mr. Dodds,</p> <p>Thank you for your website inquiry regarding the Cajalco Road Widening and Safety Enhancement Project. The Riverside County Transportation Department (RCTD) is continuing environmental studies for improvements to Cajalco Road between Interstate 15 and Interstate 215. The County is analyzing proposed design alternatives to determine how they may affect residents and the overall environment.</p> <p>RCTD anticipates completing the technical studies in mid to late 2016 and circulating for public review the draft Environmental Impact Report/Environmental Impact Statement in late 2017. We have added your information to our contact list of stakeholders who will receive the draft document for review. Comments received during the public circulation period will be addressed and included in the final environmental document. RCTD intends to provide a review period that exceeds the 45 days that are required for the draft EIR/EIS.</p> <p>Thank you,</p>
126.	7/24/2015 David Espinoza	Requested to be added to project mailing list	<p>8/5/15: E. Jimenez sent the following email response to Mr. Espinoza: Good morning, Mr. Espinoza, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates.</p> <p>The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>.</p> <p>Thank you again for your interest.</p> <p>Cajalco Road Widening Project Team</p>

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COMMENTOR		COMMENTS	RESPONSE
127.	8/5/2015 Dennis Day	Requested to be added to project mailing list	8/5/15: E. Jimenez sent the following email response to Mr. Day: Good morning, Dennis, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
128.	8/20/2015 Bobby Chandler	Mr. Chanlder asked when the next public meeting will held in the Perris area via Facebook	8/20/15: A. Alcon Tapia forwarded the question to C. Donahue for a response.
129.	8/29/2015 Jason Mernick	Requested to be added to project mailing list	10/19/15: E. Jimenez sent the following email response: Good afternoon, Mr. Mernick, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
130.	10/5/2015 Ernestine F. Llamas	Requested to be added to project mailing list	10/19/15: E. Jimenez sent the following email response to Mr. Llamas: Good afternoon, Mr. Llamas, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates. The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a> . Thank you again for your interest. Cajalco Road Widening Project Team
131.	10/12/2015 Jay and Kim Smith	Requested a copy of the draft Environmental Impact Report, to be added to contact list, documents related to the DEIR, and comments submitted.	10/14/15: A. Alcon Tapia sent the following email response to Mr. and Mrs. Smith: Hello Mr. and Mrs. Smith, Thank you for your website inquiry regarding the Cajalco Road Widening and Safety Enhancement Project. The Riverside County Transportation Department (RCTD) is continuing environmental studies for improvements to Cajalco Road between Interstate 15 and Interstate 215. The County is analyzing proposed design alternatives to determine how they may affect residents and the overall environment. RCTD anticipates completing the technical studies in mid to late 2016 and circulating for public review the draft Environmental Impact Report/Environmental Impact Statement in late 2017. We have added your information to our contact list of stakeholders who will receive the draft document for review. Comments received during the public circulation period will be addressed and included in the final environmental document. RCTD intends to provide a review period that exceeds the 45 days that are required for the draft EIR/EIS. Thank you again for your interest.

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COMMENTOR		COMMENTS	RESPONSE
			Cajalco Road Widening Project Team
132.	10/16/2015 Jason Scott	<p>Dear Scott Staley, The public review period for the Cajalco Expansion Project Draft Environmental Impact Report (DEIR) is anticipated to commence in the near future. To that effect I kindly request that you provide me with the a copy of the DEIR.</p> <p>I would also respectfully request any other documents related to the DEIR.</p> <p>I wish to also be notified of any future meetings regarding the DEIR.</p> <p>I would also like to request that the DEIR as well as the final EIR be available for public review for 120 days. Please send me any comments that have been submitted with regards to the DEIR as well.</p>	<p>10/19/15: E. Jimenez sent the following email response to Mr. Scott: Hello, Mr. Scott, Thank you for your website inquiry regarding the Cajalco Road Widening and Safety Enhancement Project. The Riverside County Transportation Department (RCTD) is continuing environmental studies for improvements to Cajalco Road between Interstate 15 and Interstate 215. The County is analyzing proposed design alternatives to determine how they may affect residents and the overall environment.</p> <p>RCTD anticipates completing the technical studies in mid to late 2016 and circulating for public review the draft Environmental Impact Report/Environmental Impact Statement in late 2017. We have added your information to our contact list of stakeholders who will receive the draft document for review. Comments received during the public circulation period will be addressed and included in the final environmental document. RCTD intends to provide a review period that exceeds the 45 days that are required for the draft EIR/EIS.</p> <p>Thank you again for your interest.</p> <p>Cajalco Road Widening Project Team</p>
133.	12/8/2015 Rolando Garcia	Called County of Riverside saying he received a letter about his property being impacted by the Cajalco Road project.	<p>1/5/16: K. Anderson emailed C. Donahue to inform that the letter and the ROE Agreement originally mailed to Mr. Garcia at his 18200 Cajalco Road address in October 2014 will be sent to him in Spanish at his S. Victoria Ave., Corona address.</p> <p>12/8/15 E. Argomaniz left a voice message for Mr. Garcia.</p> <p>12/16/15 E. Argomaniz placed a follow-up call to Mr. Garcia who indicated that he received a letter about right of way a few months ago for the property at 18200 Cajalco Road in Perris. He is requesting that the letter be sent to him in Spanish since his English speaking ability is very limited. He is asking that the Spanish ROW letter be sent to him at his new location at 720 S. Victoria Ave., Apt. 11, Corona, CA 92279. E. Argomaniz forwarded Mr. Garcia's Spanish letter request to C. Donahue.</p>
134.	1/20/2016 1:21 pm Jason Mernick	Requested to be added to project mailing list	<p>1/22/16: E. Jimenez sent email response: Good afternoon, Mr. Mernick, Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates.</p> <p>The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>.</p> <p>Thank you again for your interest.</p> <p>Cajalco Road Widening Project Team</p>
135.	3/11/2016 3:32 pm Eric Frickle	Requested to be added to project mailing list	<p>3/22/16: A. Alcon Tapia sent email response: Hello, Mr. Frickle,</p> <p>Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates.</p>

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COMMENTOR		COMMENTS	RESPONSE
			<p>The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>.</p> <p>Thank you again for your interest.</p> <p>Cajalco Road Widening Project Team</p>
136.	3/28/2016 7:23 am Daniel Marino	Requested to be added to project mailing list	<p>3/228/16: A. Alcon Tapia sent email response: Hello, Mr. Marino,</p> <p>Thank you for signing up to receive updates on the Cajalco Road Widening Project. We have added your information to our contact list and you will receive future project updates.</p> <p>The Riverside County Transportation Department is preparing an Environmental Impact Statement for this project. Please continue to visit the project website for updates at: <a href="http://rcprojects.org/cajalco/">http://rcprojects.org/cajalco/</a>.</p> <p>Thank you again for your interest.</p> <p>Cajalco Road Widening Project Team</p>
137.	3/30/2016 Jason Weller KA Enterprises	Cindi, Good evening. My company is acquiring a property on Cajalco near I-215 and this project is of course of interest to us. Do you know when a decision will be made on 1 of 4 alternatives? What are the chances that the No Project Alternative will be selected? Anything else you can share that is pertinent and not on the website? For the record, we are in favor of the widening and that impacts our projections.	<p>4/1/16: Cindy Wachi forwarded inquiry to Scott Staley</p> <p>4/4/16: S. Staley emailed Mr. Weller to let him know that the decision on which alignment will be selected is highly dependent on the environmental studies and analysis. It will likely be a couple years before a preferred alternative is determined, It is possible for a No Project Alternative but there is a need for improvement in area.</p>
138.	4/12/2016 Jason Merick	Requested to be added to project mailing list	<p>4/19/16: A. Alcon Tapia verified that Mr. Merick is listed on the database. An email confirming he is on the database was sent.</p>
139.	4/15/2016 David Smith	<p>Scott Staley forwarded an email to Brian Calvert the following property complaint from a resident living on El Sobrante.</p> <p>The complainant indicated that someone approached their farm and quickly took some pictures and then left.They were under the impression that the person was an ICF employee.</p> <p>The property owners contacted ICF to verify what activities were going on and to validate the employee. The property owner received a call from 951-444-5501 which S. Staley tried calling and received no answer. The property owners noted the representative identified themselves as an ICF employee and was rude and argumentative.</p> <p>S. Staley assured the property owner that the conduct of ICF staff that he work with has always been appropriate. He also stated that he would verify that the photos were taken by ICF, would identify who contacted him by phone, and would make sure that ICF needs to conduct their work and interactions with the property owners with the highest possible level of professionalism.</p>	<p>4/19/16: Brian Calvert responded to S. Staley that he also heard from the property owner and that it would be very unusual for any ICF field staff to act in that manner. Based on the information we have been able to gather, it does not appear that ICF staff had any encounter similar to the one described, but is still reviewing this matter.</p>
140.	4/12/2016 Roy Kim	Requested to be added to project mailing list	<p>4/30/16: A. Alcon Tapia added Mr. Kim to database.</p>



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COMMENTOR		COMMENTS	RESPONSE
141.	4/21/2016 Bob	Inquired if the draft environmental document was available.	4/21/16: C. Donahue left a message with Bob
142.	4/22/2016 A. Smith	Requested to be added to project mailing list	4/22/16: A. Alcon Tapia added A. Smith to project database.
143.	Jason Mernick 4/25/2016	Mr. Mernick wanted to verification on whether funding was approved for the project and if an alternative was selected.	4/25/16: A. Alcon Tapia called Mr. Mernick to clarify that funding has not been approved nor has an alternative been selected. He was grateful for the clarification and asked to be added to the project database for updates.
144.	4/29/2016 Margo Gowelko	Requested to be added to project mailing list	4/30/16: A. Alcon Tapia confirmed that Margo Gowelko was included in database
145.	5/27/2016 Smith	Mr. Smith emailed Scott Staley with the following questions: <ul style="list-style-type: none"> <li>What is project's current status?</li> <li>Are the alignment maps on the website the most up to date design for this project?</li> <li>What is the Construction budget for the project/RW budget?</li> </ul>	On 6-1-16, Scott Staley emailed the following response: Bryan, Sorry for the delay in responding. The project team is currently completing the field studies and working on the technical studies necessary to obtain environmental clearance. The alignment maps on the website are the current proposed alignments for the project. The project is at a very preliminary stage and the cost estimates we have developed are also very preliminary. It is anticipated that the overall cost of the project could be in excess of \$300M. I hope this answers your questions. Let me know if you need anything else
146.	7/26/2016 Amanda Gutierrez	Requested to be added to project mailing list	4/27/16: A. Alcon Tapia that Amanda Gutierrez was added to project database.
147.	7/24/2016 A. Alcon Tapia	Requested to be added to project mailing list	4/27/16: A. Alcon Tapia that Jennifer was added to project database.
148.	8/22/2016 Jim Earl	Requested to be added to project mailing list	11/11/16: H. Somerville added J. Earl to project database.
149.	8/22/2016 Michael Bognacki	Requested to be added to project mailing list	11/11/16: H. Somerville added J. Earl to project database.
150.	9/19/2016 Rita Blair	Requested to be added to project mailing list	11/11/16: H. Somerville added R. Blair to project database.
151.	9/30/2016 Esther Pallares	Requested to be added to project mailing list	11/11/16: H. Somerville added E. Pallares to project database.

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152.	12/9/2016 Nicholas de Haan	Requested to be added to project mailing list	12/9/16: H. Somerville added N. de Haan to project database.
153.	12/15/2016 Rachel Jones	Request for a copy of the DEIR, any related documents, notification of any future meetings regarding the DEIR. Request that the final EIR be available for public review for 120 days.	12/21/16: H. Somerville added R. Jones to project database. Hello, Ms. Jones, Thank you for your email inquiry about the Riverside County Cajalco Road Widening and Safety Enhancement Project. The project team is currently completing the field studies and working on the technical studies necessary to obtain environmental approvals. Once the draft environmental document becomes available for public review, you will receive notification of the availability of the document and how to provide comments during the public comment period. We have added your information to our contact list to receive this information and other project updates. Thank you again for your interest in this project.
154.	1/11/2017 AGC Plan Room	Requested to be added to project mailing list	1/17/17: H. Somerville added AGC Plan Room to project database.
155.	1/13/2017 Adel Salem	Requested to be added to project mailing list	1/17/17: H. Somerville added A. Salem to project database.
156.	1/17/2017 Mr. Milliron	Request to view the draft environmental document.	1/17/17: H. Somerville added Mr. Milliron to project database. Hello, Mr. Milliron,  Thank you for your email inquiry about the Riverside County Cajalco Road Widening and Safety Enhancement Project. The project team is currently completing the field studies and working on the technical studies necessary to obtain environmental approvals. Once the draft environmental document becomes available for public review, you will receive notification of the availability of the document and how to provide comments during the public comment period. We have added your information to our contact list to receive this information and other project updates.  Thank you again for your interest in this project.
157.	2/9/2017 Justin A. Tucker, Ph.D. Associate Professor, Politics, Administration, & Justice California State University – Fullerton	I am considering building a house by Lake Matthews and was wondering about the status of the Cajalco Road Widening project. If you have any updates, could you please send them along to me? Thank you in advance for your time.	2/9/17: E. Argomaniz emailed the following response. Hello, Dr. Tucker, Thank you for your email inquiry about the Riverside County Cajalco Road Widening and Safety Enhancement Project. The project team is currently completing the field studies and working on the technical studies necessary to obtain environmental approvals. Once the draft environmental document becomes available for public review, you will receive notification of the availability of the document and how to provide comments during the public comment period. We have added your information to our contact list to receive this information and other project updates. Thank you again for your interest in this project.

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COMMENTOR		COMMENTS	RESPONSE
158.	2/23/2017 Jerry Sandoval	What is the status of the project?	2/24/17: E. Argomaniz Informed J. Sandoval that the project team is currently completing the field studies and working on the technical studies necessary to obtain environmental approvals. Once the draft document becomes available for public review, you will receive notification of the availability of the document and how to provide comments during the public comment period. Added J. Sandoval’s contact information to project database.
159.	3/7/2017 Melissa Aguilera	Requested to be added to project mailing list	3/8/17: H. Somerville added Ms. Aguilera to project database.
160.	3/29/2017 John Slaughter	Inquiring about Cajalco Rd. and when any sort of widening or improvements would happen. He states that roughly 10,000 homes are slated to go in toward the I-15 side which would impact traffic considerably.	<p>3/30/17: B. Calvert called and found out his primary concern is that there are a lot of projects going on and being constructed in terms of housing units, etc. but there does not seem to be the freeway and local roadway infrastructure to support the development. He is wondering what the Board of Supervisors is thinking when they approve these large housing tracts next to freeways that are already oversaturated. He has seen Cajalco used as the cut through for traffic to avoid the freeways and it is getting very congested. He understands that there is limited money available but he would like to see some better planning in terms of the housing and roadway integration; basically he felt there is too much building without the necessary infrastructure to support it. He sees money being spent on the freeways but also money needs to be spent on the secondary roadways that are seeing large increases in traffic. He would like to see some money put aside when a project is done so that there is a study that looks further down the road and he wants agencies to spend the necessary money to do a project correctly and not to just spend as little as possible on a project; basically a holistic approach to roadway planning and design with accommodation for future needs taken into consideration. He also thinks there needs to be more traffic enforcement by police/CHP.</p> <p>One specific concern that he had was traffic backing up on Cajalco Road at the Temescal Canyon Road light. He sees traffic backing up to the east and snaking up the hill and he said it is dangerous as sometimes traffic is backed up to the blind curves. He thought there should be a sign installed that says “Beware of Stopped Traffic” or a warning device or something to address this situation.</p> <p>He also said the Robertson’s trucks getting out onto the road can be a problem and he would like to see the trucks restricted from using Cajalco Road to the east (i.e., they would have to go to the freeway only) as he thinks that Cajalco is too narrow, winding, and hilly for the trucks to safely use Cajalco with vehicular traffic.</p> <p>I did inform him that the County is working on widening Cajalco Road (or a combination of Cajalco Road and El Sobrante Road) but that this project as off a ways in the future and that likely no construction would be seen until the early 2020s. He understood that there are a lot of requirements that have to be met and this effort takes time. I also told him there is a nearer term City of Corona project to upgrade the Interstate 15/Cajalco Road interchange but that I was not completely familiar with their schedule but that my understanding is that they are close to moving to construction as soon as they can identify funding.</p> <p>I did ask him about the development he mentioned. The big development he was talking about was down further south near Lake Street (Lake Elsinore area). I think he may be</p>

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COMMENTOR		COMMENTS	RESPONSE
			referring to the Alberhill Villages project. That project generally includes 8,024 residential units along with 1.335M square feet of retail/community space and medial/office development. He did mention that there is another project he heard about at I-15/Cajalco (so that was the Arantine Hills one) but that was not the project he was talking about in his initial message.
161.	4/6/2017 Dr. John L. Minnella	Dear Scott Staley, The public review period for the Cajalco Expansion Project Draft Environmental Impact Report (DEIR) is anticipated to commence in the near future. To that effect I kindly request that you provide me with a copy of the DEIR. I would also respectfully request any other documents related to the DEIR. I wish to also be notified of any future meetings regarding the DEIR. I would also like to request that the DEIR as well as the final EIR be available for public review for 120 days. Please send me any comments that have been submitted with regards to the DEIR as well.	4/6/17: E. Argomaniz sent: Hello, Dr. Minnella,  Thank you for your email inquiry about the Riverside County Cajalco Road Widening and Safety Enhancement Project. The project team is currently completing the field studies and working on the technical studies necessary to obtain environmental approvals. Once the draft environmental document becomes available for public review, you will receive notification of the availability of the document and how to provide comments during the public comment period. We have added your information to our contact list to receive this information and other project updates.  Thank you again for your interest in this project.
162.	4/7/2017 Justin Ristow	Requested to be added to project mailing list	4/11/17: H. Somerville added Mr. Ristow to project database.
163.	4/10/2017 Daniel Albanese	Requested to be added to project mailing list	4/10/17: H. Somerville added Mr. Albanese to project database.
164.	4/18/2017 Carol Lopez	Requested to be added to project mailing list	4/24/17: H. Somerville added Ms. Lopez to project database.
165.	4/30/2017 Ken Theisen	Requested to be added to project mailing list	5/2/17: H. Somerville added Ms. Lopez to project database.
166.	5/1/2017 Wes Speake	Requested to be added to project mailing list	5/2/17: H. Somerville added Ms. Lopez to project database.
167.	4/30/2017 Ken Theisen	I know it is early in the project, but have you decided how you will deal with the intersection of Cajalco Rd. and Cowan. This is a side street on the south side of Cajalco just east of the Lake Mathews store. It is almost impossible to make a left out of Cowan and onto Cajalco going east. Will there be a light or a stop sign. Or have you thought of closing of Cowan street and make it into a cul-de-sac?	5/4/17: H. Somerville sent the following response:  Hello, Mr. Theisen,  Thank you for your email inquiry about the Riverside County Cajalco Road Widening and Safety Enhancement Project. Because the project is still undergoing environmental studies, the design has not been finalized. However, the intention at this time is to place a traffic signal at the intersection of Cajalco Road and Cowan Road.  The project team is currently completing the field studies and working on the technical studies necessary to obtain environmental approvals. Once the draft environmental



CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT PROJECT

Public Inquiries

COMMENTOR		COMMENTS	RESPONSE
			<p>document becomes available for public review, you will receive notification of the availability of the document and how to provide comments during the public comment period. We have added your information to our contact list to receive this information and other project updates.</p> <p>Thank you again for your interest in this project.</p>
168.	5/3/2017 Carl and Debbie Winzen	Requested to be added to project mailing list	5/2/17: H. Somerville added Ms. Lopez to project database.
169.	5/5/2017 Melanie Nelson	Requested to be added to project mailing list	5/15/17: H. Somerville added Ms. Nelson to project database.
170.	5/25/2017 Charles Thompson	Requested to be added to project mailing list	5/25/17: H. Somerville added Mr. Thompson to project database.
171.	5/29/2017 Michael Mata	I'm am not at ALL in favor of widening Cajalco Rd.	<p>5/30/17: H. Somerville sent the following response:</p> <p>Hello, Mr. Mata,</p> <p>Thank you for your email feedback about the Riverside County Cajalco Road Widening and Safety Enhancement Project. The project team is currently completing the field studies and working on the technical studies that are part of the federal and state environmental process. Once the draft environmental document becomes available for public review, you will receive notification of the availability of the document and how to provide comments during the public comment period. We have added your information to our contact list to receive this information and other project updates.</p> <p>Thank you again for your feedback.</p>
172.	5/30/2017 Wendy Kerr	Requested to be added to project mailing list	5/30/17: H. Somerville added Ms. Kerr to project database.
173.	6/5/2017 John C. Davis	Requested to be added to project mailing list	6/8/2017: H. Somerville updated information in project database.
174.	6/6/2017 Kathleen Murphy	Requested to be added to project mailing list	6/8/17: H. Somerville added Ms. Murphy to project database.
175.	6/7/2017 Tahir Rehan	<p>6/7/17: Hello, I was going to wait a couple of more weeks to see if I could go a year without a follow up, but figured hey why not. Any response to my query below from last year?</p>	<p>6/7/17: S. Staley replied:</p> <p>Sorry Tahir, I must have misplaced your inquiry...</p>

CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT PROJECT

Public Inquiries

COMMENTOR		COMMENTS	RESPONSE
		<p>7/21/16: Hello Scott, I was hoping to get more information about this project, if it is approved to move forward, tentative timelines, and impact to travelers frequentfreqi Cajalco from Corona to Riverside. Appreciate the response Rehan Tahir, PMP</p>	<p>fyi... The project has not yet received environmental approval and is still a ways off. We are working on the technical studies with several having been approved by Caltrans and several more needing to be submitted to Caltrans for review. We anticipate final approval of the technical studies by the end of this year with public circulation of an Environmental Impact Report/Environmental Impact Statement by the end of 2018.</p> <p>Unfortunately, it is a difficult project requiring substantial effort and time to implement. We are working on other Cajalco Road improvements in the meantime including a safety improvement project to be constructed between Brown St and Day St.</p> <p>If your name is not already included in our contacts list, we will add it so you can receive notification of the public release of the environmental document and other public notices as well.</p> <p>Thank you for your interest in this important project. Let us know if you have any comments, concerns or suggestions.</p>
176.	6/8/2017 Chandra P. Jain	Requested to be added to project mailing list	6/8/17: H. Somerville added Ms. Jain to project database.
177.	6/28/2017 Jay Schneider	Requested to be added to project mailing list	7/5/17: H. Somerville added Mr. Schneider to project database.
178.	6/29/2017 Michelle Valles	Requested to be added to project mailing list	7/5/17: H. Somerville added Ms. Valles to project database.
179.	6/29/2017 Michelle Valles	By implementing Project 4 idea traffic flow would go north of the lake. This would put more strain on La Sierra as most would opt to cut through and get to the freeway. La Sierra is already compromised by heavy traffic with car cutting through. There are so many homes in this area and pollution would be an impact as well. Due to lack of school busing, there are even more people on the road transporting students to and fro. Please reconsider this route. I don't find it to be acceptable.	<p>6/29/17: Hello, Ms. Valles,</p> <p>Thank you for your website feedback about the Riverside County Cajalco Road Widening and Safety Enhancement Project. The project team is currently completing the field studies and working on the technical studies necessary to obtain environmental approvals. Alternatives 1, 2 and 4 continue to be studied as possible design options. Thank you for providing feedback about Alternative 4.</p> <p>Once the draft environmental document becomes available for public review, you will receive notification of the availability of the document and how to provide official comments during the public comment period. We have added your information to our contact list to receive this information and other project updates.</p> <p>Thank you again for your interest in this project.</p>
180.	6/29/2017 Nancy Poole	Requested to be added to project mailing list	7/5/17: H. Somerville added Ms. Poole to project database.
181.	7/3/2017 Felicie	Requested to be added to project mailing list	7/5/17: H. Somerville added Ms. Lewis to project database.

CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT PROJECT

Public Inquiries

COMMENTOR		COMMENTS	RESPONSE
182.	7/3/2017 Felicie	Where can I find information regarding the mid county parkway project? Has this been approved? When will construction start? When is the next meeting to decide the Cajalco road widening meeting?	<p>7/5/17: Hello, Ms. Lewis,</p> <p>Thank you for your website inquiry regarding the Riverside County Cajalco Road Widening and Safety Enhancement Project and the separate Mid-County Parkway Project.</p> <p>The project team for the Cajalco Road Widening and Safety Enhancement Project is currently completing the field studies and working on the technical studies necessary to obtain environmental approvals. Alternatives 1, 2 and 4 continue to be studied as possible design options. Once the draft environmental document becomes available for public review, you will receive notification of the availability of the document and how to provide official comments during the public comment period. We have added your information to our contact list to receive this information and other project updates.</p> <p>The Cajalco Road project is separate from the Mid-County Parkway Project, which is led by the Riverside County Transportation Commission, a separate entity. For more information about the status of this project, please visit <a href="http://midcountyparkway.org">midcountyparkway.org</a>.</p> <p>Thank you again for your interest in these projects.</p>
183.	7/4/2017 Gary Ilmanen	Requested to be added to project mailing list	7/5/17: H. Somerville added Mr. Ilmanen to project database.
184.	7/6/2017 Ian Brown	Requested to be added to project mailing list	7/5/17: H. Somerville added Mr. Brown to project database.
185.	8/9/2017 Wendy Kerr	Requested to be added to project mailing list	8/24/17: H. Somerville confirmed that Ms. Kerr is already in the project database.
186.	9/1/2017 Farzad Tasbihgoo	Requested to be added to project mailing list	9/20/17: H. Somerville added F. Tasbihgoo to the project database.
187.	9/1/2017 Justin Ristow	Requested to be added to project mailing list	9/20/17: H. Somerville added Mr. Ristow to the project database.
188.	10/13/2017 Adam Miller	Requested to be added to project mailing list	10/18/17: H. Somerville added Mr. Miller to the project database.
189.	11/14/2017 Shan Lee	Requested to be added to project mailing list	11/20/17: H. Somerville added S. Lee to the project database.
190.	11/15/2017 Rob Hogenauer	Requested to be added to project mailing list	11/20/17: H. Somerville added Mr. Hogenauer to the project database.

## CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT PROJECT

### Public Inquiries

COMMENTOR		COMMENTS	RESPONSE
191.	11/16/2017 Janina Allred	Requested to be added to project mailing list	11/20/17: H. Somerville added Ms. Allred to the project database.
192.	11/27/2017 Cynthia and Juan Berumen	Requested to be added to project mailing list	11/27/17: H. Somerville added Ms. Allred to the project database.
193.	11/29/2017 Janet Kramer	Requested to be added to project mailing list	11/29/17: H. Somerville added Ms. Allred to the project database.
194.	12/9/2017 Laurie	Requested to be added to project mailing list	12/18/17: H. Somerville added Ms. Laurie to the project database.
195.	12/13/2017 Warren Webb	<p>Interesting find here. I have previously found a county map dated in 1959 showing the same basic route &amp; need. at this present rate our great-grandchildren will be dead &amp; gone when work begins.</p> <p>In the meantime the area is being suffocated with "tilt-up warehouses" with no thought of road improvements to handle them BEFORE construction was approved. These are being permitted to be erected without any regard to large semi type trucks invading the area &amp; smothering the already bad traffic conditions along with the state mandated 55 mph speed limit.</p> <p>This problem was not your fault, at least not entirely. It is the fault of your predecessors for the past 50-60 years! What is your fault is the lack of urgency. Take the Cajalco widening project as an example. How long has this been going on? At least from 1986 from what I have been told. And what has been accomplished? Studies, community meetings, proposed plans &amp; nothing else. When the housing market collapsed in 2009 it would have been a wise thing to obtain needed properties for such a project a significant cost savings, yet your department sat on their hands doing nothing. Yet traffic conditions worsen by the day coupled with all this new warehouse construction. Shameful !</p>	<p>Hello, Mr. Webb,</p> <p>Thank you for your website inquiry on December 13, 2017 regarding the Riverside County Cajalco Road Widening and Safety Enhancement Project and the timing for this project. We recognize that a variety of studies for this project have been under way for a number of years. The project team for this project is currently completing the field studies and working on the technical studies necessary to obtain federal and state environmental approvals.</p> <p>There are three project alternatives that are being studied -- Alternatives 1, 2 and 4 -- as possible design options. Once the draft environmental document becomes available for public review, you will receive notification of the availability of the draft document and how to provide official comments during the public comment period. We have added your information to our contact list to receive this information and other project updates.</p> <p>Thank you again for your interest in this project.</p>
196.	12/22/2017 Bret Ilich	Requested to be added to project mailing list	1/8/18: H. Somerville added Mr. Ilich to the project database.
197.	3/19/2018 Sydney Walsh	What is the current status and anticipated timeline of the Cajalco Road Widening and Safety Enhancement Project?	<p>3/20/18: Thank you for your website inquiry on March 19, 2018 regarding the Riverside County Cajalco Road Widening and Safety Enhancement Project and the timing for this project. We recognize that a variety of studies for this project have been under way for a number of years. The project team for this project has completed the field studies and expect to submit the remaining technical studies for review by State officials by the end of April.</p> <p>There are three project alternatives that are being studied -- Alternatives 1, 2 and 4 -- as possible design options (please refer to <a href="http://rcprojects.org/cajalco">http://rcprojects.org/cajalco</a> for detailed descriptions of each alternative). Once the draft environmental document becomes available for public review, you will receive notification of the availability of the draft document and how to provide official comments during the public comment period. We have added your information to our contact list to receive this information and other project updates.</p>



CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT PROJECT

Public Inquiries

COMMENTOR		COMMENTS	RESPONSE
			Thank you again for your interest in this project.
198.	5/9/2018 4:09 PM Constance D. Tittle	Will there be another townhall meeting on this project? Who would we put a request in for a bicycle lane? There are a lot of bicycle riders on Cajalco... it is actually found as a bicycle ride in some books and bike rider maps. Such a beautiful location for a ride.	5/22/18: M. Zambon responded, Thank you for your website inquiry on May 9, 2018 regarding the Riverside County Cajalco Road Widening and Safety Enhancement Project. Currently, no public meetings are scheduled for the project, however you have been added to the contact list for the project. The project team for the Cajalco Road Widening and Safety Enhancement Project is currently completing the field studies and working on the technical studies necessary to support the preparation of the environmental document. Alternatives 1, 2C and 4 continue to be studied as possible design options. The alternatives being studied include 8-foot shoulders that could be used by bicyclists; however, we are not recommending that due to high speed vehicular traffic. The project team did review including dedicated bike lanes, however the Riverside County General Plan does not include dedicated bike lanes along Cajalco Road south of Lake Mathews. Once the draft environmental document becomes available for public review, you will receive notification of the availability of the document and how to provide official comments during the public comment period. We have added your information to our contact list to receive this information and other project updates. Thank you for your interest in the Cajalco Road Widening and Safety Enhancement Project. Mary Zambon
199.	5/27/2018 John Roth	Thank you for the brochure regarding the Cajalco Road Project. I am providing the following comments for your information:  First and foremost, to the maximum extent possible and practical, the project should use the existing right-of-way to avoid displacing individuals and increasing project cost.  Insofar as it can be accomplished, I agree with the brochure for two lanes in each direction with a center median that could, in the distant future, be used to create a third lane in each direction. Since a straight line is still the shortest distance between two points, I favor Alternative 1as modified by Alternative 2C. Adding Alternative 2C will straighten the road and remove a dangerous and circuitous portion of the existing road. A possible future use for the existing road would be to create an overlook similar to the overlook on the north side of the lake. Between La Sierra and Temescal Canyon Road there are several dangerous curves that present opportunities to straighten the roadbed and improve the ability of the motoring public to negotiate the road. The brochure states that the intent is to "minimize" the curves. The problem with this approach may be that minimizing the curves will significantly increase speed and the potential for serious accidents. I would contact the California Highway Patrol for comments. For the incline from Temescal Canyon Road to La Sierra, I would recommend consideration of requiring slow truck traffic, to the extent possible, to use the right-hand lane. A few turnouts at strategic locations would help. There is no information in the brochure regarding large animal crossings, which should probably be located at a point where natural water courses from the hills to the south intersect the Cajalco roadbed.	6/8/18 E. Argomaniz provided a suggested response to S. Staley.  June 8, 2018  Mr. John Roth P.O. Box 51389 Riverside, CA 92517-2389  Mr. Roth:  Thank you for your inquiry of May 27, 2018 regarding the Riverside County Cajalco Road Widening and Safety Enhancement Project.  The project team for the Cajalco Road Widening and Safety Enhancement Project is currently completing the field studies and working on the technical studies necessary to support the preparation of the environmental document. Alternatives 1, 2C and 4 continue to be studied as possible design options. Once the draft environmental document becomes available for public review, you will receive notification of the availability of the document and how to provide official comments during the public comment period. We have added your information to our contact list to receive this information and other project updates. Thank you for your interest in the Cajalco Road Widening and Safety Enhancement Project.

CAJALCO ROAD WIDENING AND SAFETY ENHANCEMENT PROJECT

Public Inquiries

COMMENTOR		COMMENTS	RESPONSE
		I overlook the intersection of Cajalco Road and Wood Road and I can attest to the fact that morning and evening commuters are in "traffic hell". Given the ever present funding shortfalls, anything that can be done in the near future will be appreciated.	Cajalco Road Widening and Safety Enhancement Project Team
200.	7/19/2018 Kevin Frausto	Arellano received the following inquiry from Scott Staley on 8/9/18: Hello, is Cajalco still planned to be widened in 2022 even after all the seal coating and resurfacing they're doing? I live in Lake Mathews and it's becoming more deadly and congested as more warehouses are built and as more people move to the Inland Empire. I've driven past at least 5 car accidents on it this year alone and almost got side swiped by a Mercedes passing illegally. We really need the widening.	<p>8/10/18: Arellano provided the following suggested inquiry response reviewed by ICF: Thank you for your website inquiry regarding the Riverside County Cajalco Road Widening and Safety Enhancement Project, and the timing for this project. We recognize that a variety of studies for this project have been under way for a number of years. Final environmental technical studies are currently under review by State officials and resource agencies, and these reviews are anticipated to be completed by the end of September.</p> <p>There are three project alternatives that are being studied -- Alternatives 1, 2C and 4 -- as possible design options (please refer to <a href="http://rcprojects.org/cajalco">http://rcprojects.org/cajalco</a> for detailed descriptions of each alternative). Once the draft environmental document becomes available for public review, you will receive notification of the availability of the draft document and how to provide official comments during the public comment period. We have added your information to our contact list to receive this information and other project updates.</p> <p>Thank you again for your interest in this project.</p>
201.	10/15/2018 Jackson Hurst	Please add the following contact to our contacts list.	10/15/18: Received request from S. Staley. Added Jackson Hurst to database.
202.	10/26/2018 Danny Dodds	When will the proposed alternative be chosen for the Cajalco Road Widening Project?	10/29/18: S. Staley emailed D. Dodds: The County will identify a preferred alternative when the environmental document is released for public review. That is expected to occur in mid-2020.
203.	11/8/18 Glen Patrick	Received request from M. Zambon to add G. Patrick to project database.	11/8/18 E. Argomaniz updated G. Patrick's contact information on the project database with the contact information provided by M. Zambon.

Friends of the Northern San Jacinto Valley  
P.O. Box 4622  
Idyllwild CA 92549  
909-228-6710  
[snashlaw@gmail.com](mailto:snashlaw@gmail.com)  
[www.northfriends.org](http://www.northfriends.org)

**Received**  
**MAY 09 2018**  
Transportation Department  
Environmental Division

May 3, 2018

Delivered by USPS and email

Scott Staley, Project Manager  
Mary Zambon, Environmental Lead  
Cajalco Road Widening Project/ Amendments to Lake Mathews MSHCP  
Riverside County Transportation Department  
3525 14<sup>th</sup> Street  
Riverside CA 92549

Re: Requirement for New Environmental Impact Report and Updated Notice of Preparation of EIR for *Amendments to the Lake Mathews MSHCP*.

Riverside County Project Manager and Environmental Lead:

Friends of the Northern San Jacinto Valley, San Bernardino Valley Audubon Society and San Gorgonio Chapter of the Sierra Club, request that a new EIR and new Notice of Preparation (previous NOP issued 2011 did not mention amending the Lake Mathews MSHCP) be prepared to inform the public and responsible and trustee agencies that the Lake Mathews Multiple Species Habitat Conservation Plan (MSHCP) will be amended or "opened up" in an EIR/EIS.

Because the widening or re-alignment of Cajalco Road is not a "covered" project under the Lake Mathews MSHCP, the MSHCP must be amended. The Plan Amendment Process, found in the MSHCP and the Settlement Agreement, requires a CEQA MND or EIR for any project on the MSHCP lands not "covered" by the Plan. Cajalco Road widening or re-alignment is not "covered" under the Plan.

In *San Bernardino Valley Audubon v. Metropolitan Water District* (1999) 71 Cal. App. 4<sup>th</sup> 382,400-402) the court held that all projects impacting endangered species, such as this MSHCP, require an EIR to analyze cumulative impacts and mitigation.

As the amendment of the Lake Mathews Plan is a new EIR/EIS, a new Initial Study and a new Notice of Preparation must be prepared and circulated. (Fish and Game Code §2826). Public Scoping meetings should be held as well.

Please make this letter a part of the Administrative Record for these Projects and notify Friends at [snashlaw@gmail.com](mailto:snashlaw@gmail.com) of all information regarding these Projects.

Susan Nash  
President



Tom Paulek  
Conservation Chair



CC:

Conservation Organizations

San Bernardino Valley Audubon (Drew Feldman)  
Sierra Club San Geronio Chapter (George Hague)

Resource Agencies

Dr. Heather Pert-CDFW  
Kevin Brennan-CDFW  
John Taylor-USFWS  
Karin Cleary-Rose-USFWS  
Nicole Ronan-RCA

Riverside County Board of Supervisors

First District: Kevin Jeffries  
Second District: John F. Tavaglione  
Third District: Chuck Washington  
Fourth District: V. Manuel Perez  
Fifth District: Marion Ashley

County of Riverside

Juan Perez  
Russell Williams  
Scott Staley  
Mary Zambon

California Department of Transportation

John Chisholm  
Aaron Burton

Metropolitan Water District

Sean Carlson  
Alexander Marks  
Wendy Picht

ICF

Brian Calvert  
Keturah Anderson



Post Office Box 51389  
Riverside, California 92517-2389  
May 27, 2018

County of Riverside – Transportation Department  
County Administrative Center – Director's Office  
4080 Lemon Street 8<sup>th</sup> Floor  
P.O. Box 1090  
Riverside, Ca.92502-1090

Attention: Ms. Patricia Romo, Director

Thank you for the brochure regarding the Cajalco Road Project. I am providing the following comments for your information:

- First and foremost, to the maximum extent possible and practical, the project should use the existing right-of-way to avoid displacing individuals and increasing project cost.
- Insofar as it can be accomplished, I agree with the brochure for two lanes in each direction with a center median that could, in the distant future, be used to create a third lane in each direction.
- Since a straight line is still the shortest distance between two points, I favor Alternative 1 as modified by Alternative 2C. Adding Alternative 2C will straighten the road and remove a dangerous and circuitous portion of the existing road. A possible future use for the existing road would be to create an overlook similar to the overlook on the north side of the lake.
- Between La Sierra and Temescal Canyon Road there are several dangerous curves that present opportunities to straighten the roadbed and improve the ability of the motoring public to negotiate the road. The brochure states that the intent is to "minimize" the curves. The problem with this approach may be that minimizing the curves will significantly increase speed and the potential for serious accidents. I would contact the California Highway Patrol for comments.
- For the incline from Temescal Canyon Road to La Sierra, I would recommend consideration of requiring slow truck traffic, to the extent possible, to use the right-hand lane. A few turnouts at strategic locations would help.
- There is no information in the brochure regarding large animal crossings, which should probably be located at a point where natural water courses from the hills to the south intersect the Cajalco roadbed.

I overlook the intersection of Cajalco Road and Wood Road and I can attest to the fact that morning and evening commuters are in "traffic hell". Given the ever present funding shortfalls, anything that can be done in the near future will be appreciated.

  
John Roth



## RESIDENTS ASSOCIATION OF GREATER LAKE MATHEWS

3410 La Sierra Avenue, Unit F41, Riverside, California 92503. 714/543-9005.

November 4, 2018

Board of Supervisors  
COUNTY OF RIVERSIDE  
Attention: **Clerk of the Board**  
County Administration Building  
Riverside, California 92502

Via Email: [cob@rivco.org](mailto:cob@rivco.org)

Re: **Opposition to TLMA-Transportation Action Item November 6, 2018 Agenda Item 32.**

Dear Supervisors:

The Residents Association of Greater Lake Mathews ("RAGLM") hereby respectfully presents objections and opposition to the November 6, 2018 Board Agenda Item 32, a recommendation by the County's Transportation and Land Management Agency ("TLMA") to "...[a]pprove and [e]xecute Amendment No. 1 to the Transportation Uniform Mitigation Fee (TUMF) Program Agreement between Western Riverside Council of Governments (WRCOG) and the County of Riverside (County) for the Cajalco Road Widening Project".

The stated alleged impact on residents and businesses would be

- A) the provision of "...much needed traffic congestion relief ..." and
- B) the improvement of "... traffic mobility within the region."

A further \$909,338 would be allocated by TUMF according to the TLMA Director of Transportation's Submittal.

Although the Riverside County rural community is under long-standing periodic threats to eventually develop Cajalco Road from a meandering two land road from the 15 to the 215 freeways between Lake Mathews and Mead Valley into a highway, freeway or "expressway", this Action Item came by surprise during the last week of October. There was little time to meet, analyze, critique, prepare a position and submit this response.

### **1. RAGLM Asserts That the Staff Recommendation Lacks an Evidenciary Rationale.**

Contrary to the Staff comment that "This Project will provide much needed traffic congestion relief and improve traffic mobility within the region", we believe

- A) there is no evidence to support those conclusions; and



B) the exact opposite to those conclusions is more likely to occur.

**2. Traffic Congestion Will Not be Relieved.** Traffic congestion on Cajalco Road and adjacent roadways will not be relieved by expansion of the road. In fact, widening of Cajalco Road will

A) encourage and quickly bring more usage of the road between the 215 and 15 because traffic will more easily pass through and along the artery;

B) more businesses will quickly open on Cajalco to service anticipated increased traffic and thus contribute to new traffic problems;

C) local residents and businesses adjacent to Cajalco Road will be further inconvenienced by increased road use by non-residents and outside local area businesses; and

D) will have no effect west of El Sobrante Road since that long segment has no traffic congestion.

**3. The Corona 91 Experience is Instructive and Evidence of the Consequences of Road Expansion.**

The experience of Corona over the years with the repeated expansion of SR91 from a sleepy two lane road east to Riverside and beyond is instructive. Because it is the only roadway through the canyon between developing northeastern Orange County to northwestern Riverside County and points east expansion was inevitable, unavoidable, and even necessary.

A) Loss of Community Cohesion and Identity. The negative effects on Corona's community cohesion is indisputable. The city's center is split in two by about ten miles of a 14-to-18 lane major highway with little connectivity. In reality, Northern Corona is now culturally and commercially more aligned with Norco, Jurupa and Eastvale.

B) Unabated Traffic Congestion. The same roadway expansion rationales presumably were presented to Corona over the years. From a quiet 2 lane road, to 4 lanes, to 8 and more lanes. The rationale: relief from traffic congestion. As anyone who travels the 91 knows, monumental traffic congestion in all directions continues.

**4. Local User Mobility Will Not be Improved.** Though the Staff Recommendation makes this conclusion of improved local user mobility, they cite no evidence for it. On the contrary, the evidence is opposite.

In reality, expansion of Cajalco will further frustrate local user mobility. Crossing the highway will be more dangerous as drivers and pedestrians will be forced to cross increased lanes of speeding traffic, much of it very large, questionably maintained, very heavy semi-trailer trucks. Again, the experience of Corona is instructive: do Corona residents have increased mobility the result of SR91 expansion over the years? The obvious answer is no.

**5. Irresponsible Use of Taxpayer Funds.** Nearly \$1 Million for an unwanted and unneeded project at a time when we have almost no real law enforcement personnel and likely increasing



crime. It is irresponsible to invest such a sum and leave Lake Mathews and Mead Valley with only 1 deputy sheriffs to share with Menifee, Nuevo, Good Hope, Lakeland, etc..

If Government has almost \$1 million for this Project, the County should use that to hire NECESSARY deputies to protect the public.

#### **6. Hypocritic Failure to Protect the Local Rural Community.**

For at least the past 40 years, the residents and businesses of the Cajalco Valley and Plateau have been assured and even promised that this area would be protected as a rural area. The action now recommended by staff is another assault on those assurances and promises. The Board must commit itself to protecting us from this assault.

The only real rationale for this recommended action is the satisfaction of the insatiable appetite of land developers, gas/diesel fuel operators, and trucking companies for new area opportunities at the expense of the peace and tranquility of our rural communities.

#### **7. An Imaginative Method of Encouraging Unneeded and Unwanted Development.**

The people of the Cajalco Valley and Plateau have consistently demonstrated their commitment to maintaining a rural community and opposition to development presented as for their benefit.

Expansion of Cajalco Road is not the demand of the community though the Staff Recommendation presents it in that way. Instead, it is another imaginative method of changing our rural community into a mere corridor between the 15 and 215 freeways and a changed community.

In fact, expansion of Cajalco will result in adjacent property becoming available and extremely valuable for commercial developers who will more easily be approved for gas/diesel fuel stations and fast food operations the result of government-required land acquisitions for the roadway. We foresee gas stations and fast food operations at every intersection along Cajalco between the 91 and 215 if this project is approved.

#### **8. Approval of the Staff Recommendation Would Frustrate Community Efforts to Ban Commercial Trucking on Cajalco.**

As the Board knows, RAGLM presented to the Board a proposed County Ordinance weeks ago to ban most commercial trucking on Cajalco and adjacent local roads within the Cajalco Valley and Plateau. Thanks to favorable reception by Supervisors Jeffries and Ashley, that effort was presented to the TLMA for consideration and report, and that report is before the Board on November 6, 2018, for further consideration.

We are concerned certain expansion of Cajalco Road as recommended by County Staff in Agenda Item 32 may actually frustrate our efforts to ban commercial use of Cajalco by eventually removing Cajalco from County jurisdiction.

#### **9. Better Board Actions.**

- ✓ A) Install more traffic signals on Cajalco through Mead Valley.



B) Lower the speed limits on ALL of Cajalco Road.

✓ C) Widen Cajalco through Mead Valley SLIGHTLY to create a center turn lane at major intersections.

D) Ban commercial semi-trailer trucking on Cajalco, El Sobrante, Mockingbird Canyon, and Wood except for local deliveries and required utilities and services.

E) Discourage new, additional housing tract construction and gas/diesel fueling stations adjacent to Cajalco and El Sobrante roads. - MV GP

F) Abandon the Goal of a "Cajalco Expressway".

G) With the saved \$909,000 Local Government apparently has to otherwise throw away, hire 9 more deputies to protect us, suppress crime, and enforce the law.

#### **10. Conclusion.**

In short, the effect of the Staff Recommendation is another incremental step in the transformation of Cajalco Road into "Truck Freeway" for the convenience and use of the warehouse, trucking and land developer industries and for non-residents of our community. It most certainly is not for the benefit of local residents and businesses who will eternally suffer the negative consequences.

For each and all of the foregoing reasons, the Residents Association of Greater Lake Mathews on behalf of the residents and interests of the Cajalco Valley and Plateau, respectfully urges and demands that Agenda Item 32 be rejected as contrary to the wishes and best interests of the community the Board of Supervisors is elected to represent.

Respectfully submitted,

**FOR THE BOARD OF DIRECTORS OF  
THE RESIDENTS ASSOCIATION OF  
GREATER LAKE MATHEWS ("RAGLM")**

[signed]  
John L. Minnella  
President

JLM:bs  
Cc: RAGLM Board of Directors  
Kevin Jeffries, Supervisor, District 1

**Appendix I** Farmland Conversion Rating  
Form CPA 106 and Williamson Act  
Correspondence

---

**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DISTRICT DIRECTOR

464 WEST FOURTH STREET, MS 760

SAN BERNARDINO, CA 92401-1400

MAIN (909) 383-2841

TTY 711

www.dot.ca.gov/dist8

*Making Conservation  
a California Way of Life.*

September 19, 2019

San Jacinto LPO  
950 North Ramona Boulevard, Suite 6  
San Jacinto, CA 92582-2571

To Whom It May Concern:

Re: Farmland Conversion Impact Rating - *Cajalco Road Widening Project (STPL 5956[195])*

The Farmland Conversion Impact Rating Form CPA-106 for Corridor Type Projects, originally submitted to NRCS October 11, 2018, and completed form returned by NRCS October 23, 2018, for the Cajalco Road Widening and Safety Enhancement Project (proposed project), has been updated. Form CPA-106 has been updated to reflect minor adjustments in the project limits since 2018; the minor adjustments resulted in minimal changes to areas classified as farmlands under the Farmland Protection Policy Act.

The Riverside County Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Cajalco Road, or a combination of Cajalco Road and El Sobrante Road, between Temescal Canyon Road to the west and Interstate 215 (I-215) to the east. The proposed project is located in Riverside County, California and covers a distance of approximately 16 miles. The No-Build (No Project) Alternative and three build alternatives are under consideration: Build Alternative 1, Build Alternative 2C, and Build Alternative 4. Build Alternative 1 would construct two 12-foot lanes in each direction (eastbound and westbound) from Temescal Canyon Road in the west to I-215 in the east, replacing the two-lane roadway that currently exists. Build Alternative 2C would include the same improvements as Build Alternative 1 with the exception that a new four-lane segment of Cajalco Road would be constructed from La Sierra Avenue to just west of Lake Mathews Drive. Under Build Alternative 4, between Gustin Road and I-215, the improvements would be identical to Build Alternatives 1 and 2C. Between Gustin Road and Temescal Canyon Road, El Sobrante Road would be improved from the existing two-lane facility to a four-lane facility and would generally follow the existing El Sobrante Road from La Sierra Avenue to the east.

Parts I, III, and VI of the form have been completed. In the calculations for Part III, land committed to urban development per local and county zoning and General Plan land use designations have been omitted. Preliminary calculations of the total acres to be converted directly under each build alternative indicate: 0.19 acre of Unique Farmland and 7.5 acres of Farmland of Local Importance under Build Alternative 1; 0.19 acre of Unique Farmland and 7.66 acres of Farmland of Local Importance under Build Alternative 2C; and 3.55 acres of Prime/Unique Farmland, 19.88 acres of Farmland of Statewide/Local Importance under Build Alternative 4. We respectfully request completion of Parts II, IV, and V of the form by NRCS.

San Jacinto LPO  
September 19, 2019  
Page 2

If you have any questions or would like to discuss in more detail the project or the preparation of the EIS, please contact Aaron Burton, Senior Environmental Planner at (909) 383-2841 or Keturah Anderson (ICF), Senior Environmental Planner at (951) 541-7684.  
Sincerely,



AARON BURTON  
Senior Environmental Planner  
Environmental Planning

Enclosure:  
Farmland Conversion Impact Rating Form CPA-106  
Regional Location Map  
Project Location Map  
FMMP Inventory and Urban Development Map



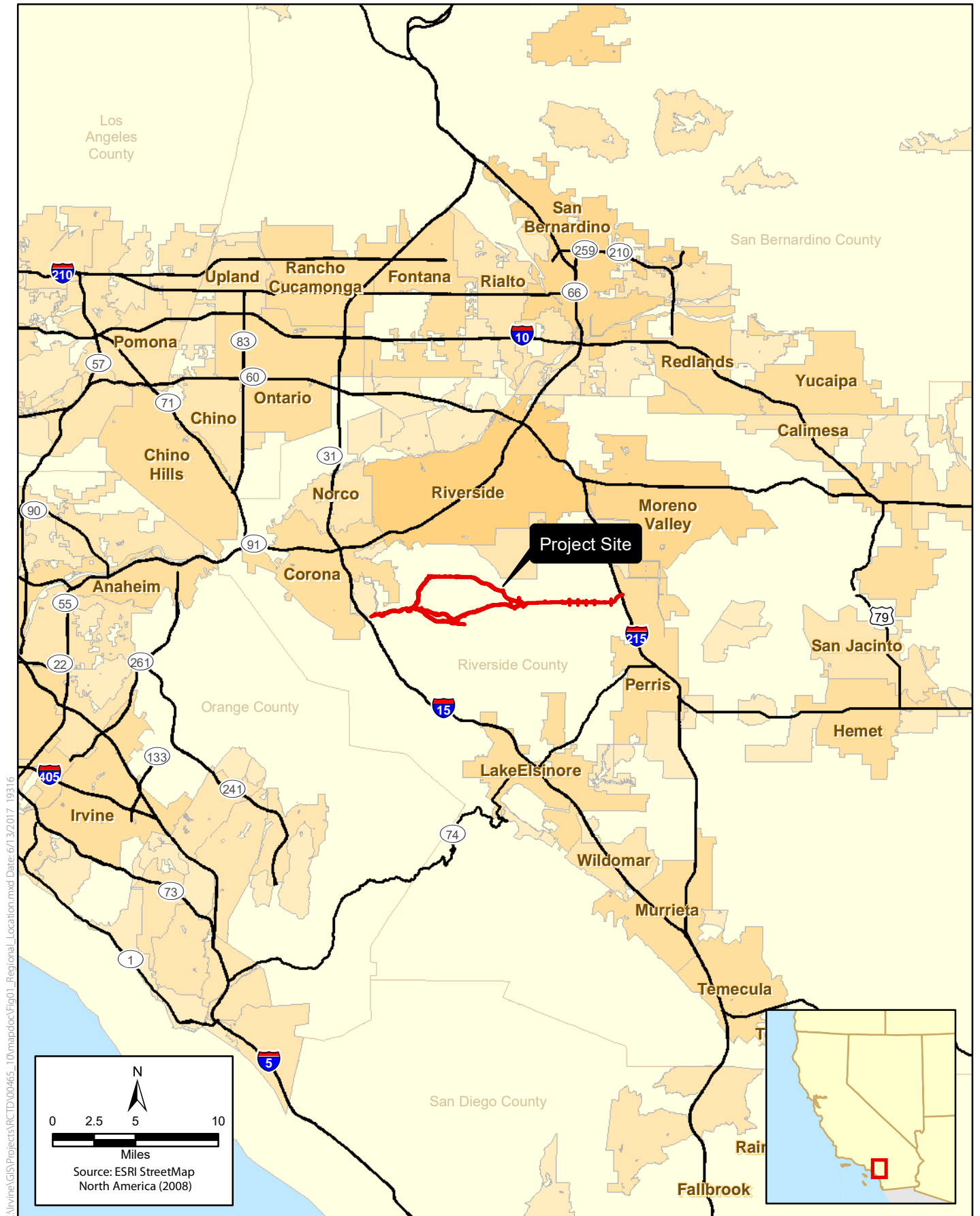
**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request <b>9/18/19</b>		4. Sheet 1 of <b>1</b>	
1. Name of Project <b>Cajalco Road Widening and Safety Enhancement</b>		5. Federal Agency Involved <b>Caltrans on behalf of FHWA</b>			
2. Type of Project <b>Road widening/safety</b>		6. County and State <b>Riverside County, California</b>			
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS <b>9/23/19</b>		2. Person Completing Form <b>R. Hewitt</b>	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated <b>33,000</b>		Average Farm Size <b>180 ac.</b>	
5. Major Crop(s) <b>Grain, fruit, row crops, dairies, poultry</b>	6. Farmable Land in Government Jurisdiction Acres: <b>NA</b> %		7. Amount of Farmland As Defined in FPPA Acres: <b>NA</b> %		
8. Name Of Land Evaluation System Used <b>Storie Index</b>	9. Name of Local Site Assessment System <b>NA</b>		10. Date Land Evaluation Returned by NRCS <b>9/27/19 Robert Hewitt</b>		
<b>PART III (To be completed by Federal Agency)</b>		<b>Alternative Corridor For Segment Alternatives 1, 2C and 4</b>			
		<b>Corridor A</b>	<b>Corridor B</b>	<b>Corridor C</b>	<b>Corridor D</b>
A. Total Acres To Be Converted Directly		<b>7.69</b>	<b>7.85</b>	<b>23.44</b>	
B. Total Acres To Be Converted Indirectly, Or To Receive Services		<b>-</b>	<b>-</b>	<b>-</b>	
C. Total Acres In Corridor		<b>390.19</b>	<b>399.22</b>	<b>395.89</b>	
<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>					
A. Total Acres Prime And Unique Farmland		<b>0.19</b>	<b>0.19</b>	<b>3.55</b>	
B. Total Acres Statewide And Local Important Farmland		<b>7.5</b>	<b>7.66</b>	<b>19.88</b>	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		<b>0.02</b>	<b>0.02</b>	<b>0.25</b>	
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		<b>NA</b>	<b>NA</b>	<b>NA</b>	
<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>		<b>42</b>	<b>41</b>	<b>54</b>	
<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>		<b>Maximum Points</b>			
1. Area in Nonurban Use	15	11	11	10	
2. Perimeter in Nonurban Use	10	6	6	5	
3. Percent Of Corridor Being Farmed	20	17	17	19	
4. Protection Provided By State And Local Government	20	0	0	20	
5. Size of Present Farm Unit Compared To Average	10	0	0	0	
6. Creation Of Nonfarmable Farmland	25	0	0	2	
7. Availability Of Farm Support Services	5	2	2	3	
8. On-Farm Investments	20	11	11	14	
9. Effects Of Conversion On Farm Support Services	25	0	0	0	
10. Compatibility With Existing Agricultural Use	10	1	2	3	
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>48</b>	<b>49</b>	<b>76</b>	<b>0</b>
<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	<b>42</b>	<b>41</b>	<b>54</b>	<b>0</b>
Total Corridor Assessment (From Part VI above or a local site assessment)	160	<b>48</b>	<b>49</b>	<b>76</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>90</b>	<b>90</b>	<b>130</b>	<b>0</b>
1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>		
5. Reason For Selection:					

Signature of Person Completing this Part:

DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor



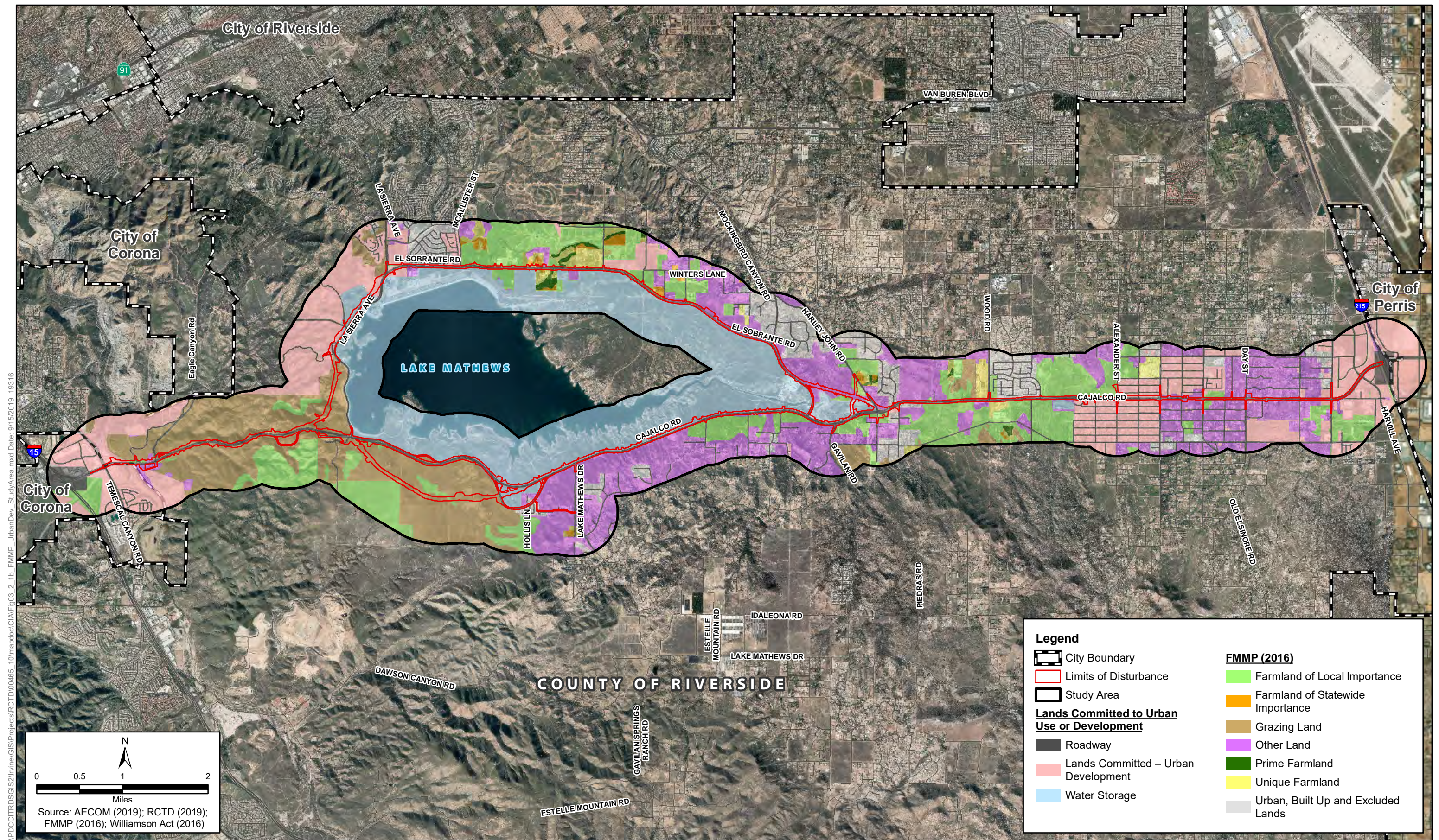
**Figure 1**  
**Regional Location**  
**Cajalco Road Widening and Safety Enhancement Project**





**Figure 2**  
**Project Location**  
**Cajalco Road Widening and Safety Enhancement Project**





**Figure 3**  
**FMMP Inventory and Lands Committed to Urban Development**  
**Cajalco Road Widening and Safety Enhancement Project**





Patricia Romo, P.E.  
Director of Transportation

# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

### Transportation Department

Mojahed Salama, P.E.  
Deputy for Transportation Capital Projects  
Richard Lantis, P.L.S.  
Deputy for Transportation Planning and  
Development

## NOTIFICATION OF THE CONSIDERATION OF PUBLIC ACQUISITION OF WILLIAMSON ACT LAND

September 17, 2019

David Bunn, Director  
Department of Conservation  
c/o Division of Land Resource Protection  
801 K Street, MS 14-15  
Sacramento, CA 95814-3528

**Re:** Cajalco Road Widening and Safety Enhancement Project in Riverside County

Dear Mr. Bunn:

### Project Location and Description

The Riverside County Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Cajalco Road, or a combination of Cajalco Road and El Sobrante Road, between Temescal Canyon Road to the west and Interstate 215 (I-215) to the east. The proposed project is located in Riverside County, California, and covers a distance of approximately 16 miles (Regional Location and Project Vicinity maps). In general, Cajalco Road and El Sobrante Road through the project area are two-lane undivided roadways with one 12-foot lane in each direction and shoulders of varying widths.

Three build alternatives (Build Alternatives 1, 2C, and 4) are currently under consideration for the proposed project. Build Alternatives 1 and 2C do not contain any Williamson Act land and, therefore, are not discussed further in this letter. Under Build Alternative 4, Cajalco Road would be widened from Temescal Canyon Road at the west to La Sierra Avenue, and from Gustin Road east to Interstate 215 (please refer to Project Vicinity map). Between Gustin Road and La Sierra Avenue, El Sobrante Road would be improved from the existing two-lane facility to a four-lane facility and would generally follow the existing El Sobrante Road from La Sierra Avenue to the east, to Cajalco Road.

1. *What is the total number of acres of Williamson Act contracted land and/or agricultural preserve land being considered for acquisition?*

The total number of acres of Williamson Act contracted land being considered for acquisition under Build Alternative 4 is 4.79 acres. 2.45 acres of formerly contracted land within the project limits would also be considered for acquisition; because the 2.45 acres is no longer under

contract, it is not included in the totals discussed in this letter. See Table 1 on the following page for a breakdown of acreages by Assessor Parcel Number (APN).

**Table 1. Williamson Act Contracts within the alignment of Build Alternative 4**

Assessor Parcel Number (APN)	Contract	Contract Status	Parcel Size (acres)	Acquisition Area (acres)	Farmland Category
270-140-001	Contract #191479 El Sobrante No. 1 MAP NO. 18	Active since 2/26/71	36.88	0.96	Prime Farmland Unique Farmland Statewide Importance Local Importance
270-140-004	Contract #19063 El Sobrante No. 1 MAP NO. 18	Active since 2/27/70	19.4	0.82	Prime Farmland Unique Farmland Statewide Importance
270-140-005	Contract #20110 El Sobrante No. 1 MAP NO. 18	Active since 2/28/69	9.70	0.41	Prime Farmland Unique Farmland Statewide Importance Local Importance
270-160-010	Contract #19288 El Sobrante No. 1 MAP NO. 18	Active since 2/26/71	8.24	1.12	Prime Farmland Unique Farmland Local Importance
270-160-016	Contract #20143 El Sobrante No. 1 MAP NO. 18	Active since 2/28/69	9.7	0.35	Unique Farmland Local Importance
270-160-022	Contract #20510 El Sobrante No. 1 MAP NO. 18	Active since 2/28/69	4.41	0.36	Local Importance
270-160-026	Contract #20145 El Sobrante No. 1 MAP NO. 18	Active since 2/28/69	9.44	0.40	Unique Farmland Statewide Importance Local Importance Other Lands
270-160-027	Contract #19508 El Sobrante No. 1 MAP NO. 18	Active since 2/26/71	9.55	0.37	Unique Farmland Statewide Importance Other Lands
<b>Total:</b>				<b>4.79</b>	
270-160-001 and 270-180- 010	Contract #136698 El Sobrante No. 3 MAP NO. 528A	<b>Nonrenewal</b> 4/15/14	76.37	2.45	Statewide Importance Local Importance

2. *Is the land considered prime or nonprime agricultural land according to Government Code §51201(c)?*

The total acres of Williamson Act Prime farmland under consideration for acquisition under Build Alternative 4 is 2.84. The total acres of Williamson Act Nonprime farmland under consideration for acquisition is 1.95. See Table 2 on the following page for a breakdown of acreages by Assessor Parcel Number (APN).

**Table 2. Williamson Act Prime and Nonprime Lands**

Assessor Parcel Number (APN)	Williamson Act Prime (acres)	Williamson Act Nonprime (acres)
270-140-004	NA	0.82
270-160-027	NA	0.37
270-160-026	NA	0.40
270-160-022	NA	0.36
270-140-005	0.41	NA
270-140-001	0.96	NA
270-160-010	1.12	NA
270-160-016	0.35	NA

3. *What is the purpose of the acquisition?*

The purpose of the proposed acquisition is to improve the transportation facility to address anticipated growth and mobility needs, improve interregional travel by improving east-west mobility needs in the County, and improve roadway alignment and intersection design to enhance safety along Cajalco Road. If Build Alternative 4 is selected as the preferred project alternative, Riverside County Transportation Department would acquire the properties in order to realign and widen the existing two-lane El Sobrante Road to four lanes between La Sierra Avenue and Harley John Road.

4. *Where is the land located?*

The alignment of Build Alternative 4 is the only build alternative that includes Williamson Act land within the study area. Williamson Act land is intermittently within the study area north and south of El Sobrante Road from La Sierra Avenue to Mockingbird Canyon Road (see Vicinity and Regional location maps, attached).

5. *What are the characteristics of the adjacent land?*

The majority of the adjacent land is Farmland of Local Importance and also under Williamson Act contract (see Vicinity and Regional location maps, and Detail Maps, attached). Adjacent land also includes other FMMP inventoried lands such as Prime Farmland, Farmland of Statewide Importance, Grazing Land, Unique Farmland, and Other Land, as well as land

protected as part of the Lake Mathews-Estelle Mountain Reserve.

*6. Why was this land identified as necessary for the public improvement?*

This land is identified as necessary for the public improvement if Build Alternative 4 is selected as the preferred project alternative because the land is within the limits of the project alternative, and would support the purpose and need for the project, which is to:

- Improve the transportation facility to address anticipated growth and mobility needs, as identified in the County of Riverside General Plan Circulation Element Policy 1.5;
- Improve interregional travel by improving east-west mobility in Riverside County; and
- Improve roadway alignment and intersection design to enhance safety along Cajalco Road.

Since all the surrounding land is part of the agricultural preserve or within the Lake Mathews-Estelle Mountain Reserve and protected, there is no other non-preserve land that can be acquired. If Build Alternative 4 is selected as the preferred project alternative, the County of Riverside will contact the landowners and an initial appraisal of each property will be conducted, and an offer to purchase the property from each landowner will be made in the future. The County is not currently seeking to acquire the properties through the eminent domain process; if eminent domain is pursued for the properties identified under Williamson Act Contract following initial standard property acquisition procedures, a copy of the written offers and the final appraisals, the Resolution of Necessity, and the documentation from the eminent domain court case, if necessary, will be provided to the Department of Conservation when they become available. Riverside County is a political subdivision of California and authorized by Government Code §25350.5 to acquire by eminent domain any property necessary to carry out any of the powers or functions of the county and by Code of Civil Procedure §1240.010 et seq. to use the power of eminent domain to acquire property only for a public use.

*7. How does this acquisition meet the findings required under Government Code §51292(a) and 51292(b)?*

- "The location is not based primarily on a consideration of the lower cost of acquiring land in an agricultural preserve (§51292(a))."

Cost was not a factor in the consideration of acquiring these properties within an agricultural preserve. The location of these properties being considered for acquisition is based on increased mobility and safety needs for this specific stretch of El Sobrante Road.

- "If the land is agricultural land covered under a contract pursuant to this chapter for any public improvement, that there is no other land within or outside the preserve on which it is reasonably feasible to locate the public improvement (§51292(b))."

There is no other land within or outside the preserve that is reasonably feasible to locate the public improvement. All of the surrounding land is located either within the agricultural preserve, or Lake Mathews-Estelle Mountain Reserve and protected; thus, no other non-preserve land could be considered for the public improvement.

*8. Submit a vicinity map and a location map.*



Please see the attached documents: Project Vicinity map, Regional Location map, and Detail Map.

*9. Submit a copy of the contract(s) covering the land.*

Please see the attached documents: Williamson Act Contracts #191479, #19063, #19288, #19508, #20110, #20143, #20145, and #20510.

*10. Submit copies of all related Environmental Impact Reviews pursuant to the CEQA process.*

The Environmental Impact Report/Environmental Impact Statement (EIR/EIS) is being prepared currently. The Draft EIR/EIS is anticipated to be available for public review in 2021.

*11. Submit copies of all related Eminent Domain (or in lieu of Eminent Domain) documents pursuant to Government Code §51295.*

The County of Riverside is not currently seeking to acquire these properties through the eminent domain process. If eminent domain is pursued for the properties identified under Williamson Act Contract following initial standard property acquisition procedures, a copy of the written offers and the final appraisals, the Resolution of Necessity, and the documentation from the eminent domain court case, should a court case be necessary, will be provided to the Department of Conservation as soon as they become available.

We look forward to your response to our request for your agency input on the Notification of the Consideration of Public Acquisition of Williamson Act Land, and continuing to work with NRCS on this transportation project. Your agency's input is respectfully requested by October 18, 2019. If you have any questions or would like to discuss in more detail the project, please contact Mary Zambon, Environmental Project Manager at [mzambon@rivco.org](mailto:mzambon@rivco.org) or at (951) 955-6759.

Sincerely,



Mary Zambon

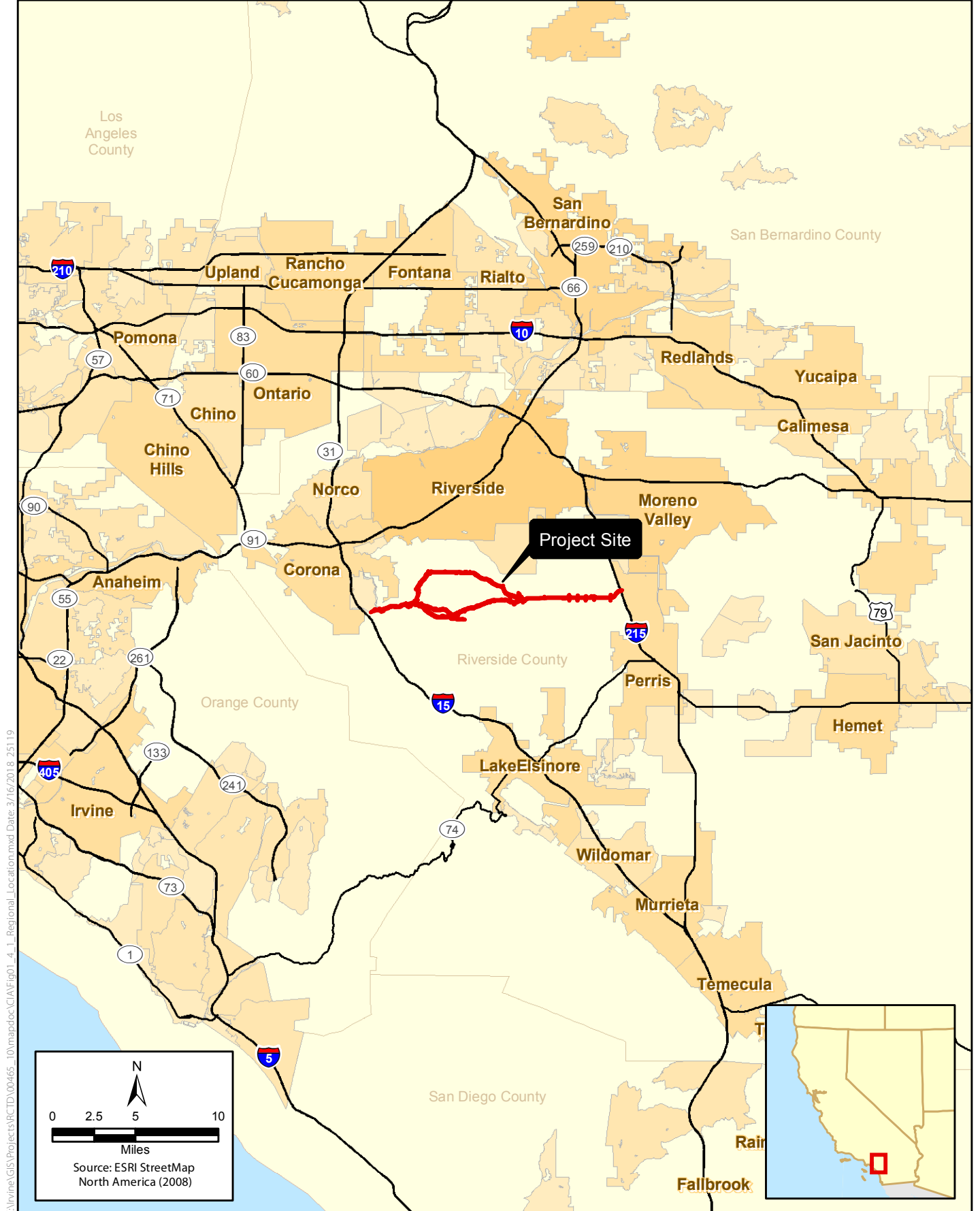
Enclosures:

Project Vicinity Map

Regional Location map

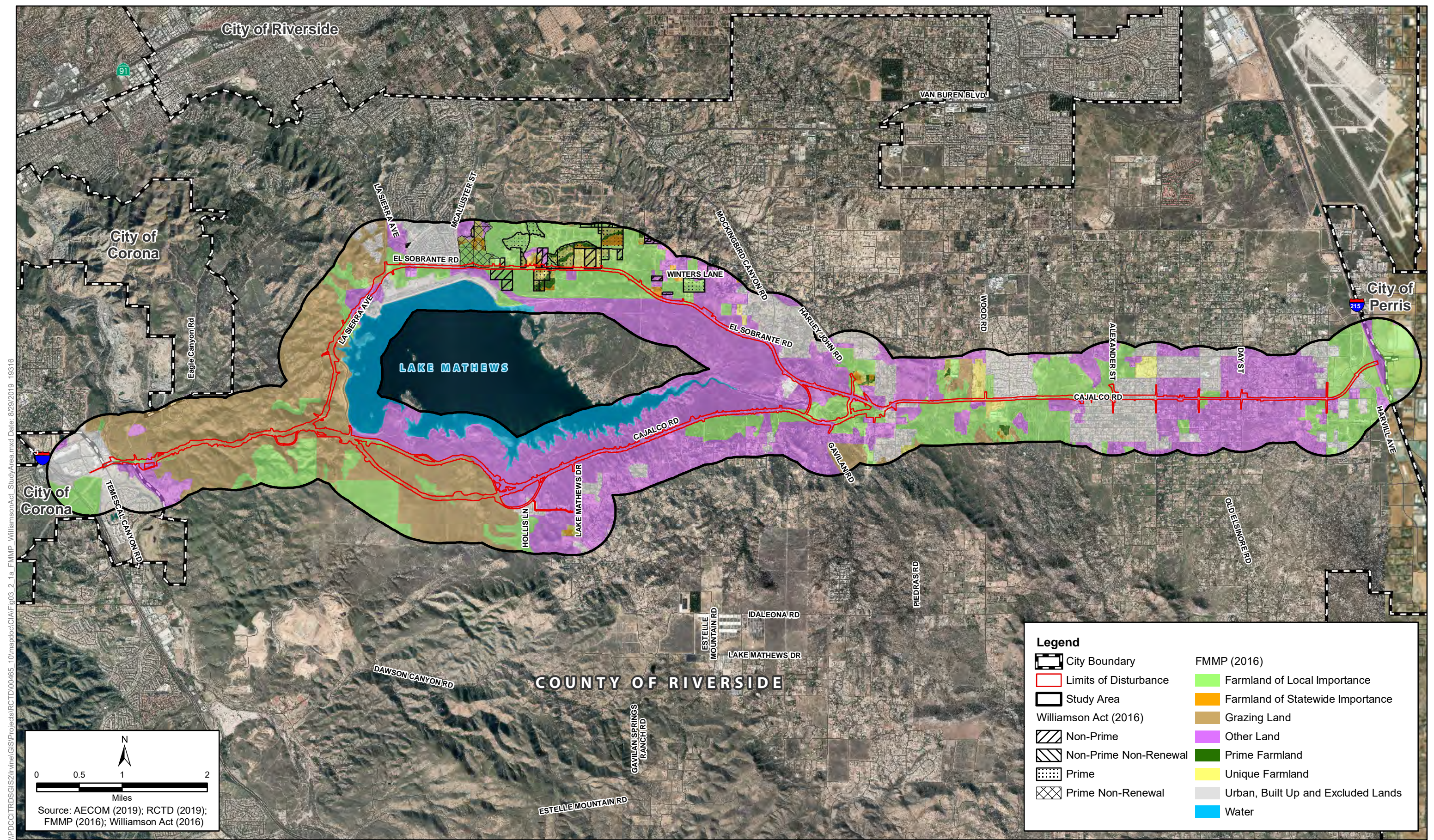
Detail Maps

Williamson Act Contracts



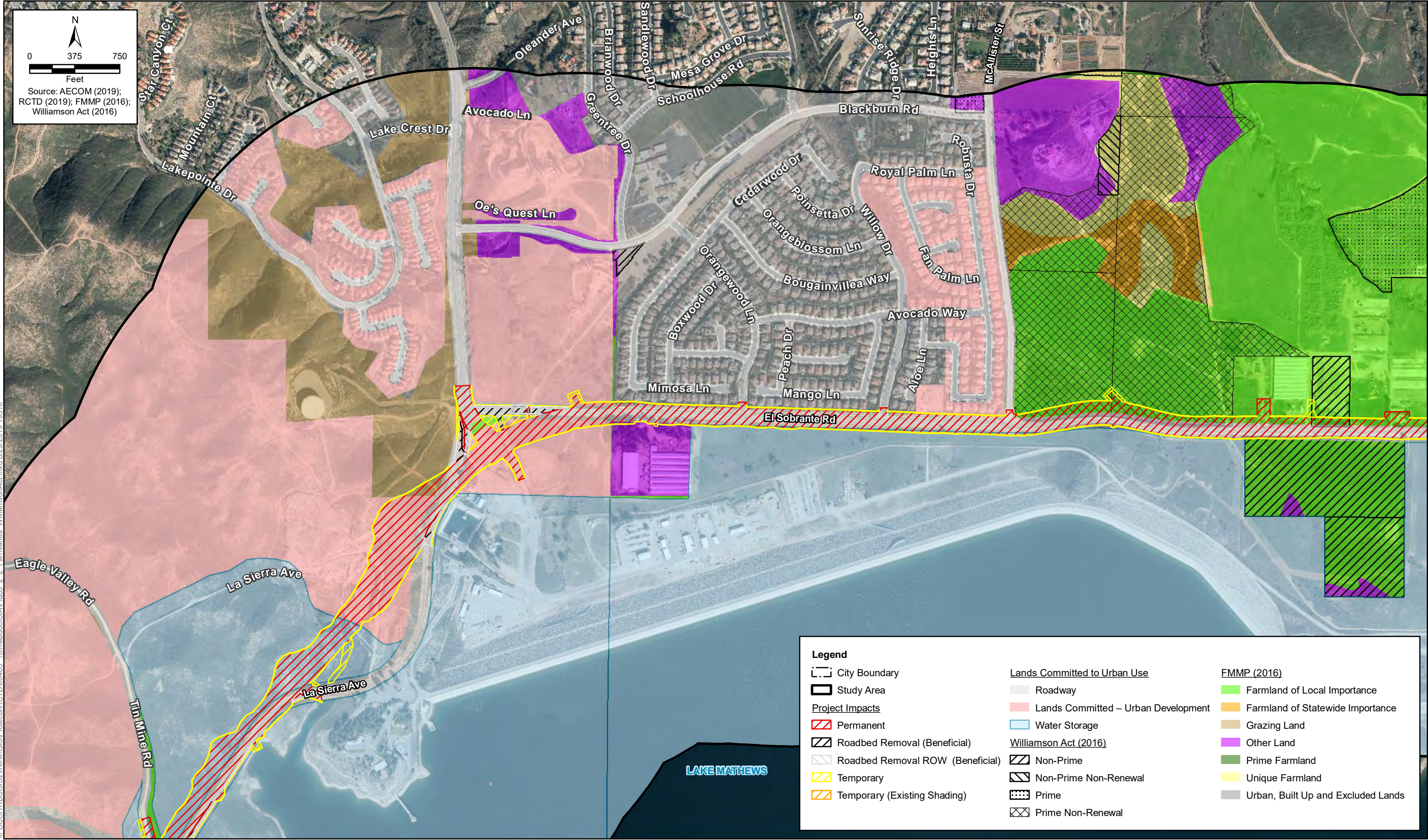
**Regional Location**  
**Cajalco Road Widening and Safety Enhancement Project**





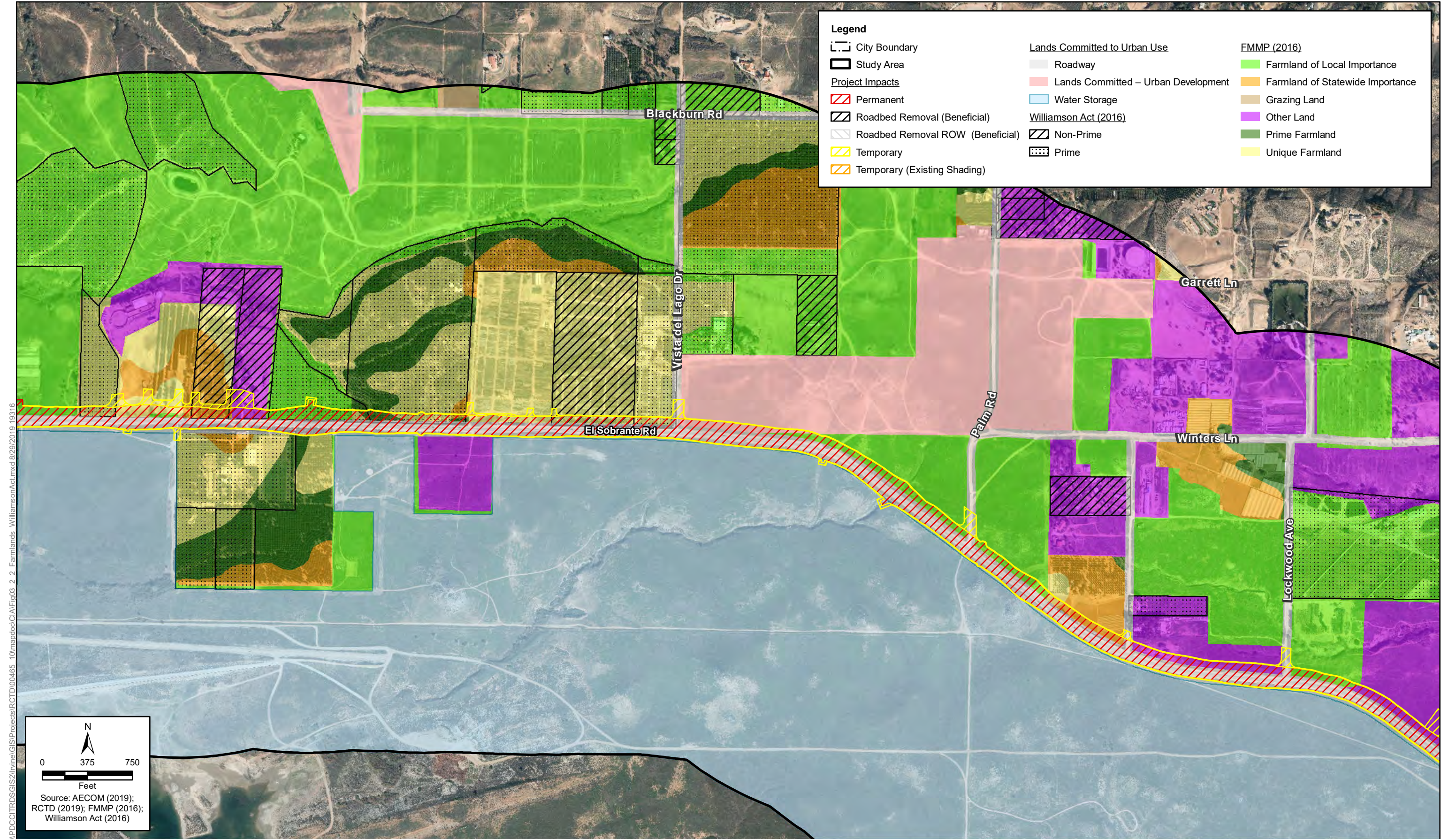
**Project Vicinity**  
**FMMP Inventory and Williamson Act Land**  
**Cajalco Road Widening and Safety Enhancement Project**





Detail Map - Sheet 1 of 2  
FMMP Designated Farmland and Williamson Act Land  
Cajalco Road Widening and Safety Enhancement Project





**Detail Map - Sheet 2 of 2**  
**FMMP Designated Farmland and Williamson Act Land**  
**Cajalco Road Widening and Safety Enhancement Project**



**From:** Giovacchini, Annie@DOC [<mailto:Annie.Giovacchini@conservation.ca.gov>]

**Sent:** Friday, September 27, 2019 12:43 PM

**To:** Zambon, Mary <[MZAMBON@RIVCO.ORG](mailto:MZAMBON@RIVCO.ORG)>

**Cc:** Wilber, Monique@DOC <[Monique.Wilber@conservation.ca.gov](mailto:Monique.Wilber@conservation.ca.gov)>

**Subject:** Cajalco Road Widening - Williamson Act Public Acquisition

**CAUTION:** This email originated externally from the **Riverside County** email system.  
**DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mary Zambon,

On September 17, 2019, the Riverside County Transportation Department notified the Department of Conservation (Department) that it is proposing to widen Cajalco Road, or a combination of Cajalco Road and El Sobrante Road, between Temescal Canyon Road to the west and Interstate 215 to the east. The proposed project covers a distance of approximately 16 miles. Three build alternatives are currently under consideration for the proposed project with only one build alternative containing approximately 4.79 acres of Williamson Act contract land.

The Department has reviewed the project documents and offers no comments to the proposed acquisition of the property mentioned. If any significant changes are proposed for the project before it is completed, please consult Government Code §51291(d) for further requirements. Please be advised that Government Code §51291(c) requires Riverside County to notify the Department once the property is acquired. Thank you for notifying the Department of the potential acquisition. If you have any questions or need further assistance, please contact me.

Sincerely,

**Annie Giovacchini**

Associate Environmental Planner | Division of Land  
Resource Protection

**California Department of Conservation**

801 K Street, MS 14-15, Sacramento, CA 95814

T: (916) 324-9038

E: [annie.giovacchini@conservation.ca.gov](mailto:annie.giovacchini@conservation.ca.gov)



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[County of Riverside California](#)

## **Appendix J** USFWS Species List, Crossings Detail, and Wetland Avoidance

---





## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Carlsbad Fish And Wildlife Office

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

Phone: (760) 431-9440 Fax: (760) 431-5901

<http://www.fws.gov/carlsbad/>



In Reply Refer To:

March 04, 2021

Consultation Code: 08ECAR00-2019-SLI-0894

Event Code: 08ECAR00-2021-E-01548

Project Name: Cajalco Road Safety Improvements Project

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

#### To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at:

<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>;

<http://www.towerkill.com>; and

[www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html](http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html).

[http://](http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html)

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Carlsbad Fish And Wildlife Office**

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

(760) 431-9440

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## Project Summary

Consultation Code: 08ECAR00-2019-SLI-0894

Event Code: 08ECAR00-2021-E-01548

Project Name: Cajalco Road Safety Improvements Project

Project Type: TRANSPORTATION

Project Description: Project is located between I-15 and I-215 along Cajalco Road and El Sobrante Road. The project would consist of a widening and realignment of Cajalco Road (and El Sobrante Road, depending on which Build Alternative is selected).

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@33.839085420858225,-117.39040141988411,14z>



Counties: Riverside County, California



## Endangered Species Act Species

There is a total of 15 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Mammals

NAME	STATUS
San Bernardino Merriam's Kangaroo Rat <i>Dipodomys merriami parvus</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/2060">https://ecos.fws.gov/ecp/species/2060</a>	Endangered
Stephens' Kangaroo Rat <i>Dipodomys stephensi</i> (incl. <i>D. cactus</i> ) No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/3495">https://ecos.fws.gov/ecp/species/3495</a>	Endangered

## Birds

NAME	STATUS
Coastal California Gnatcatcher <i>Polioptila californica californica</i> There is <b>final</b> critical habitat for this species. Your location overlaps the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/8178">https://ecos.fws.gov/ecp/species/8178</a>	Threatened
Least Bell's Vireo <i>Vireo bellii pusillus</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/5945">https://ecos.fws.gov/ecp/species/5945</a>	Endangered
Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/6749">https://ecos.fws.gov/ecp/species/6749</a>	Endangered

## Amphibians

NAME	STATUS
Arroyo (=arroyo Southwestern) Toad <i>Anaxyrus californicus</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/3762">https://ecos.fws.gov/ecp/species/3762</a>	Endangered

## Insects

NAME	STATUS
Quino Checkerspot Butterfly <i>Euphydryas editha quino</i> (= <i>E. e. wrighti</i> ) There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/5900">https://ecos.fws.gov/ecp/species/5900</a>	Endangered

## Crustaceans

NAME	STATUS
Riverside Fairy Shrimp <i>Streptocephalus woottoni</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/8148">https://ecos.fws.gov/ecp/species/8148</a>	Endangered
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/498">https://ecos.fws.gov/ecp/species/498</a>	Threatened

## Flowering Plants

NAME	STATUS
Munz's Onion <i>Allium munzii</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/2951">https://ecos.fws.gov/ecp/species/2951</a>	Endangered
San Diego Ambrosia <i>Ambrosia pumila</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/8287">https://ecos.fws.gov/ecp/species/8287</a>	Endangered
San Jacinto Valley Crownscale <i>Atriplex coronata</i> var. <i>notatior</i> There is <b>final</b> critical habitat for this species. However, no <i>actual</i> acres or miles were designated due to exemptions or exclusions. See Federal Register publication for details. Species profile: <a href="https://ecos.fws.gov/ecp/species/4353">https://ecos.fws.gov/ecp/species/4353</a>	Endangered
Santa Monica Mountains Dudleyea <i>Dudleya cymosa</i> ssp. <i>ovatifolia</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/2538">https://ecos.fws.gov/ecp/species/2538</a>	Threatened
Spreading Navarretia <i>Navarretia fossalis</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/1334">https://ecos.fws.gov/ecp/species/1334</a>	Threatened
Thread-leaved Brodiaea <i>Brodiaea filifolia</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/6087">https://ecos.fws.gov/ecp/species/6087</a>	Threatened

## Critical habitats

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Coastal California Gnatcatcher <i>Poliioptila californica californica</i> <a href="https://ecos.fws.gov/ecp/species/8178#crithab">https://ecos.fws.gov/ecp/species/8178#crithab</a>	Final





## Cajalco Wildlife Corridor Assessment and Crossing Placement Methods

### Wildlife Corridor Assessment and Crossing Placement Approach

#### Qualitative Corridor Analysis

Generally, the approach used for assessing wildlife corridors and placement and design of wildlife crossing follows guidelines stipulated in Section 7.5.2 of the WRMSHCP, *Guidelines for Construction of Wildlife Crossings*. For each build alternative, the portions of the proposed roadway which are located within criteria cells, linkages, and/or PQP lands (which primarily consisted of the west end portions of the alternatives; from Temescal Canyon Rd. to Harley John Rd.) were used to determine the number of small, medium, and large crossing which are required under the WRMSHCP. The WRMSHCP requires small and medium crossing to be placed every 984 feet (300 meters) and large crossing to be placed every 0.93 miles (1.5 km) along improved roadway located within criteria cells, linkages, and/or PQP lands. Due to the location of suitable habitat, topography, land use, and other considerations, distance between crossings may be slightly less or greater than recommended, however, the total required number of dedicated crossings for the project will be implemented. The total number of crossings is determined by dividing affected distance by the recommended distance between dedicated crossings. A landscape-scale approach was used in determining crossing locations for a variety of wildlife species including mule deer, mountain lion, medium and small mammals, and aerial species and included consideration of geography, land use (current and future), vegetation/land cover, water courses (perennial and intermittent), topography (2 foot contour lines provided by AECOM), MSHCP linkages, and contiguity and connectivity between areas of preserved open space within the proposed alternative impacts areas and within circa 5 mile radius of the west end of the proposed alternatives were considered in assessing potential locations of small, medium, and large wildlife crossings. In addition, species ecological needs and behavior were considered when assessing the landscape and potential crossing locations. (MSHCP, Beier and Loe 1992).

#### Quantitative Corridor Analyses: Resistance Surface Models

In addition to the above detailed qualitative approach, a quantitative GIS-based resistance-surface (i.e. cost-distance) model was used for mountain lion (*Puma concolor*) and mule deer (*Odocoileus hemionus*) to determine where species movement may be occurring and to inform the most placement of large animal crossings. The cost-distance model included development a habitat suitability raster later using rankings for landscape factors including: vegetation, land cover, topography, water sources, and paved roadways. Resistance rankings were assigned to landscape factor categories such as type of vegetation/land cover, degree of topography, type of roads, and type of and distance to water bodies/streams for each species separately. Resistance ranking values were based on how difficult movement is for each species in each landscape factor category (e.g. very steep topography may have a higher difficulty ranking vs. flat terrain). Developed/urbanized lands and large water bodies (Lake Mathews) were considered complete obstructions and resistance around developed/urban areas were buffered by 100 feet. All ranking values are listed in tables on the following page.

Once the habitat suitability layer was developed, the cost-distance tool in ArcGIS was used to calculate the relative resistance to movement (i.e. difficulty to move) across the road from designated source and destination polygons located to the north and south of Cajalco Road. Source/destination polygons were chosen as available open space areas north and south of Cajalco road ranging from circa 1.8 – 3.8 miles apart on either side of Lake Mathews to the north and from Temescal Canyon Road to Harley John Road in the south.

Model variable rankings were determined using an expert-based approach using literature reviews (see below) and through personal communications with mountain lion experts (Kathy Zeller, University of Massachusetts, Amherst and Dr. Winston Vickers, University of California, Davis) and mule deer expert (Dr. Kelley Stewart, University of Nevada, Reno) as well as input from GIS wildlife and conservation model expert Dr. Patrick Huber (UC Davis). ICF constructed the model with input and rankings provided by Wildlife and Transportation Biologist Shannon Crossen.

#### Model Landscape Factor Category Rankings:

##### Vegetation\_CNPS-Landcover

MSHCP_CLASSIFICATION	Puma	Mule Deer	Buffer
Agricultural Land	6	3	
Chaparral	4	6	
Coastal Sage Scrub	8	8	
Desert Scrub	8	8	
Developed/Disturbed Land (Urban)	Obstruction	Obstruction	100 feet
Grassland	5	5	
Meadows and Marshes	5	9	
Montane Coniferous Forest	7	5	
No equivalent (barren-not significant)	2	2	
Playas and Vernal Pools	7	7	
Riparian Scrub, Woodland, Forest	10	10	
Riversidean Alluvial Fan Sage Scrub	8	8	
Water (lakes, large creek/river)	Obstruction	Obstruction	
Woodland and Forests	10	8	
<b>Impedence Rating Scale</b>			
Least Preferred		1	
Most Preferred		10	

##### Slope-Topo

Slopes (percent)	Puma	Mule Deer
0-10	10	10
11-20	9	10
21-30	8	8
31-40	5	7
41-50	4	6
51-60	3	4
61-70	2	2
71-highest value	1	1

##### Roads

	Puma	Mule Deer	Buffer
Paved Roads	1	1	Buffer @ 50 feet off center line

##### Water Source

	Puma	Mule Deer	Buffer for Mule Deer
Perennial	3	6	rank 10-1 out to 2 km
Intermittent	4	5	rank 10-1 out to 2 km
Large Waterbody	Obstruction	Obstruction	rank 10-1 out to 2 km

#### Cost-Distance Model Data Sources:

Vegetation/Land Cover: <https://catalog.data.gov/dataset/vegetation-western-riverside-co-ds170>

Roads: Riverside County GIS

Water: NHD lines and polys

Slope: USGS DEM 10m

### WRMSHCP Crossing Criteria

Wildlife corridor and crossing assessments were conducted in accordance with requirements and guidance in the WRMSHCP. All crossing size frequency, placement, and design minimally complied with WRMSHCP requirements. Crossing criteria used in this project are a combination of MSHCP and resource agency requirements.

### General Requirements per WRMSHCP

- Dirt/rock/concrete benches be placed on 1 side of each to allow for dry crossings
- Earthen bottoms on all crossings
- Avoid human use near crossings
- Berms or similar between crossings and road to limit noise and light impacts
- Grating at roadbed for wet amphibian crossings (If applicable)
- 3' H walls with 18" lip on all crossings/culverts
- Openings between/in K-rails along roadways (e.g. staggered)
- No artificial lighting in/near crossings
- Appropriately designed wildlife fencing installed along road to guide animals to crossings.
- Jump-out ramps installed every 0.25 miles to allow entrapped animals escape opportunities

### Minimum Crossing Dimensions and Frequencies

#### Small Animal

- Crossing diameter/H&W 0.5-1.0 m
- Crossings interval no more than 300m (990')

#### Medium Animal

- Crossing diameter/H&W 1.0-1.5m
- Crossings interval no more than 300m (990')

#### Large Animal (mountain lion)

- Diameter/H&W = 3 m for Mountain lion
- Crossings interval no more than 1.5 km (1 mile)
- Large crossings for mountain lion should be a minimum of 3 meters high (per literature and personal communication with Dr. Winston Vickers).

#### Extra Large Animal (mule deer)

- Per CDFW minimum dimensions for Mule Deer: Height = 4.58 m and Width= 9.75 m
- Crossing interval no more than 1.5 km (1 mile)

### Crossing Frequencies

The WRMSHCP requires a standard distance between small/medium and large wildlife crossing to ensure regular crossing opportunities for wildlife throughout the project area. Because topography and land use do not always allow wildlife crossing to be implemented, an alternative approach was taken to crossing frequency placing crossing in the most ecologically appropriate locations. Due to the location of suitable habitat, topography, land use, and other considerations used in this approach, distance between crossings may be slightly less or greater than recommended, however, the total required number of dedicated crossings for the project will be implemented.

To determine the total number of required wildlife crossings based on MSHCP crossing distance criteria, each alternative's total linear length located within criteria cells, linkages, and/or PQP lands was summed and divided by the maximum distance requirement for each size class (small/medium and large) using the following formula:

$$\frac{\text{Total Linear Project Distance within Criteria Cells, Linkages, and PQP Lands}}{\text{MSHCP Maximum Distance Requirement}} = \text{Total Number of Required Wildlife Crossings}$$

#### RCA and Resource Agency Meetings

During these meetings proposed project design and wildlife crossing approach were introduced and reviewed in detail throughout the preliminary design and technical study phase. Agency questions and comments were addressed and incorporated into the project design after each meeting.

#### **References**

- Beier, Paul, and Steve Loe. "In my experience: a checklist for evaluating impacts to wildlife movement corridors." *Wildlife Society Bulletin (1973-2006)* 20.4 (1992): 434-440.
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- Stewart, K. M., Bowyer, R. T., Kie, J. G., Cimon, N. J., & Johnson, B. K. (2002). Temporospacial distributions of elk, mule deer, and cattle: resource partitioning and competitive displacement. *Journal of mammalogy*, 83(1), 229-244.
- Stewart, K.M., Personal Communication. December 2015.
- Vickers, T.W., Personal Communication. December 2015.
- Western Riverside County Multiple Species Habitat Conservation Plan (WRMSHCP)
- Zeller, K., Personal Communication. December 2015.



**Table J-1. Wildlife Crossings Summary – Build Alternatives 1, 2C and 4**

Crossing No.	Build Alternative	Type	Size <sup>1</sup>	Height <sup>2</sup>	Width (Crossing Opening) <sup>2</sup>	Length (Distance across / through Crossing) <sup>2</sup>
				(Feet)	(Feet)	(Feet)
1	1, 2C, 4	Wet	XL Bridge	32	440	120
2	1, 2C, 4	Dry	S	2	4	190
4	1, 2C, 4	Dry	XL	15	15	138
5	1, 2C, 4	Wet	M	5	10	214
6	1, 2C, 4	Dry	M	5	10	173
7	1, 2C, 4	Dry	M	5	10	167
8	1, 2C, 4	Dry	M	5	10	182
10	1, 2C, 4	Dry	L	10	10	164
13	1, 2C, 4	Dry	L	10	10	159
19	1, 2C	Dry	L	10	10	161
21	1, 2C	Dry	M	5	10	165
24	1, 2C	Wet	L	10	10	251
26	1	Wet	S	2	4	173
27	1	Wet	M	5	10	171
28	1	Dry	L	10	10	181
29	1	Wet	M	5	10	158
30	1	Dry	M	5	10	154
31	1	Dry	M	5	10	156
32	1	Wet	M	5	10	164
35	1	Wet	M	5	10	168
36	1	Dry	XL	15	15	179
37	1	Dry	S	2	4	180
39	1	Dry	M	5	10	178
40	1	Wet	M	5	10	167
41	1	Wet	XL Bridge	27	160	113
42	1	Wet	L	9	9	252
43	1	Wet	M	5	10	176
44	1	Dry	M	5	10	192
45	1, 2C	Wet	L	10	10	175
46	1, 2C	Wet	S	3	6	56
48	1, 2C	Wet	XL	15	15	205
49	1, 2C	Wet	M	5	10	175
51	1, 2C	Wet	L	6	6	287
52	1, 2C	Wet	M	5	10	187
53	1, 2C	Wet	L	10	15	170
54	1, 2C	Wet	S	2	4	200
55	1, 2C	Wet	L	10	10	174

Crossing No.	Build Alternative	Type	Size <sup>1</sup>	Height <sup>2</sup>	Width (Crossing Opening) <sup>2</sup>	Length (Distance across / through Crossing) <sup>2</sup>
				(Feet)	(Feet)	(Feet)
56	1, 2C	Wet	M	5	10	194
57	1, 2C	Wet	L	10	10	189
58	1, 2C	Wet	S	2	4	164
59	1, 2C	Wet	M	5	10	176
60	1, 2C	Wet	S	2	4	185
61	1, 2C	Wet	L	7	7	187
62	1, 2C	Wet	S	2	4	158
63	1, 2C	Wet	M	5	10	185
64	1, 2C	Wet	M	5	10	176
65	1, 2C	Wet	M	5	10	166
66	1, 2C	Wet	M	4	7	187
67	1, 2C	Dry	M	5	10	172
68	1, 2C	Wet	L	10	10	172
69	1, 2C	Wet	M	4	8	204
70	1, 2C	Wet	M	5	10	172
71	1, 2C	Wet	L	10	10	155
72	1, 2C	Wet	XL	15	15	204
73	1, 2C	Wet	M	5	9	203
74	1, 2C	Wet	L	10	24	155
75	1, 2C	Dry	S	2	4	153
76	1, 2C	Dry	M	5	10	160
77	1, 2C	Wet	M	5	12	220
78	1, 2C	Wet	L	6	18	202
79	1, 2C	Dry	L	10	10	156
80	1, 2C	Wet	S	2	4	144
81	1, 2C	Wet	L	7	20	223
82	1, 2C	Wet	L	10	28	201
83	1, 2C	Dry	M	5	10	194
84	1, 2C	Wet	L	10	40	245
85	1, 2C, 4	Wet	L Bridge	14	80	68
86	2C	Dry	M	5	10	173
87	2C	Wet	XL Bridge	47	70	113
89	2C	Dry	M	5	10	173
90	2C	Dry	M	5	10	186
91	2C	Dry	M	5	10	159
94	2C	Dry	M	5	10	156
95	2C	Dry	L	10	10	162
96	2C	Dry	XL	15	15	169
97	2C	Dry	M	5	10	200

Crossing No.	Build Alternative	Type	Size <sup>1</sup>	Height <sup>2</sup>	Width (Crossing Opening) <sup>2</sup>	Length (Distance across / through Crossing) <sup>2</sup>
				(Feet)	(Feet)	(Feet)
100A	2C	Dry	XL Bridge	25	200	113
100B	2C	Dry	XL Bridge	15	200	113
101	2C	Dry	L	10	10	162
104	2C	Wet	L	10	10	230
131	4	Wet	L	6	6	243
132	4	Dry	M	5	10	155
133	4	Wet	L	10	10	195
134	4	Wet	M	5	10	210
137	4	Wet	M	5	10	160
138	4	Dry	M	5	10	161
139	4	Wet	M	5	10	149
140	4	Wet	M	5	10	197
141	4	Dry	S	2	4	133
142	4	Dry	S	2	4	147
143	4	Wet	M	5	10	146
144	4	Wet	M	5	10	189
145	4	Dry	S	2	4	151
148	4	Dry	M	5	10	133
149	4	Wet	M	5	10	154
150	4	Wet	XL	15	15	152
151	4	Dry	M	5	10	139
152	4	Wet	M	5	10	135
153	4	Wet	XL Bridge	TBD	245	43
155	4	Wet	L	6	6	191
156	4	Wet	L	10	10	182
157	4	Wet	M	5	10	159
158	4	Wet	S	2	4	158
159	4	Wet	M	5	10	211
161	4	Wet	XL Bridge	36	200	113
166	4	Wet	XL Bridge	40	300	109
174	1, 2C, 4	Dry	XL Bridge	21	92	113
175	1, 2C, 4	Dry	M	5	10	170
176	1, 2C	Dry	M	5	10	160
178	1	Dry	M	5	10	176
179	1, 2C	Dry	M	5	10	189
181	1	Wet	M	5	10	213
188	4	Wet	M	4	7	167
189	4	Wet	S	3	5	143
190	4	Wet	S	3	5	142

Crossing No.	Build Alternative	Type	Size <sup>1</sup>	Height <sup>2</sup>	Width (Crossing Opening) <sup>2</sup>	Length (Distance across / through Crossing) <sup>2</sup>
				(Feet)	(Feet)	(Feet)
191	4	Wet	S	4	7	161
192	4	Wet	S	3	6	147
193	4	Wet	S	2	4	145
194	4	Wet	S	2	4	144
195	4	Wet	S	2	4	149
196	4	Wet	M	5	10	136
197	4	Wet	S	2	4	139
198	4	Wet	M	5	10	293
200	2C	Dry	M	5	10	184
204	4	Wet	S	2	4	203
205	2C	Wet	M	5	10	175
206	2C	Wet	M	5	10	174
210	Alt 4	Dry	XL Bridge (Arch Bridge)	90	1115	120

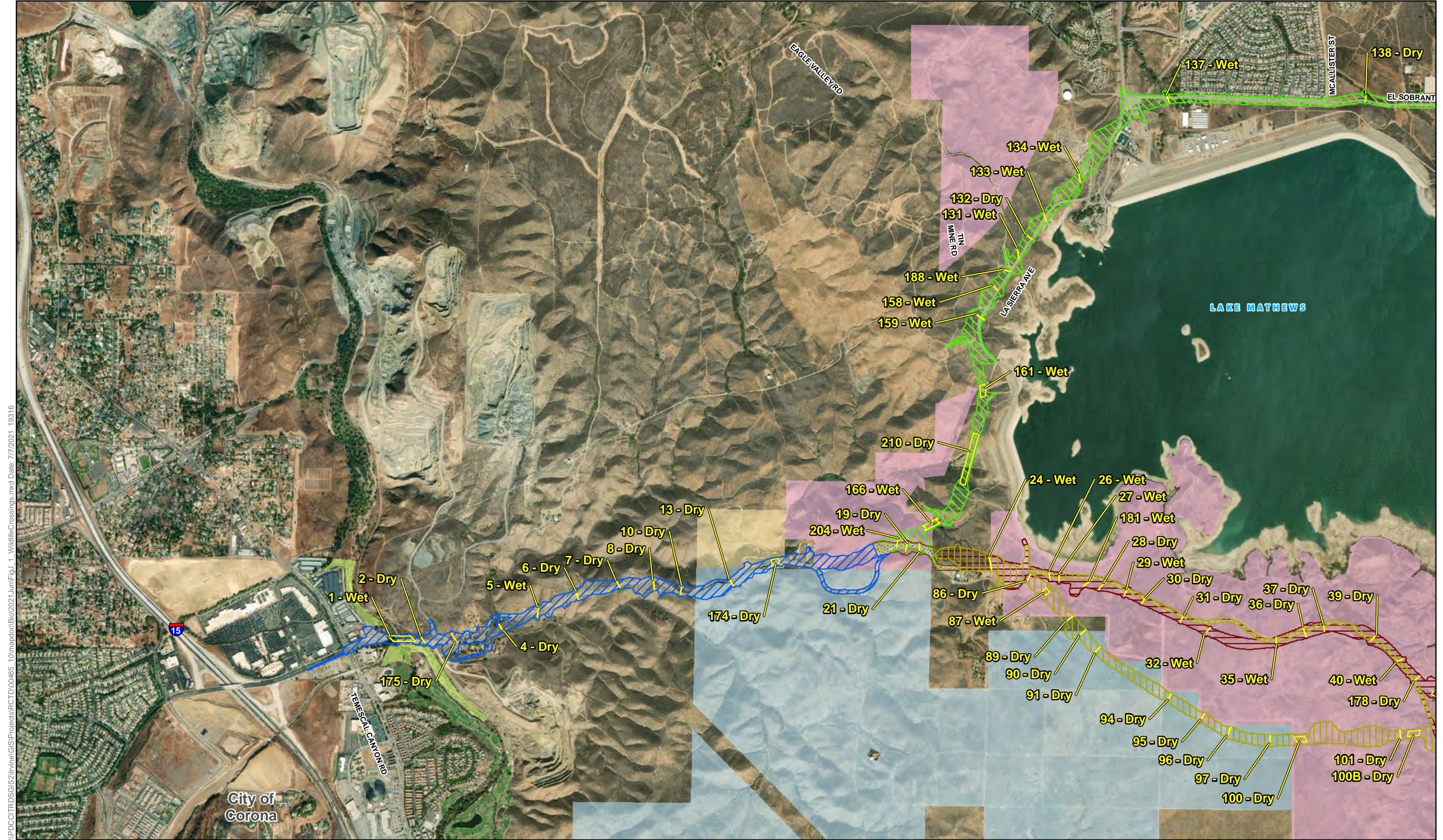
<sup>1</sup> Crossing Size Criteria/Ranges (width):  
Small - 1.6 to 3.2 feet  
Medium - 3.3 to 5 feet  
Large - 5.1 to 14.5 feet (with a target of at least 10 feet)  
Extra Large - 14.6 feet minimum

<sup>2</sup> Measurements approximate; final dimensions to be confirmed during final design.



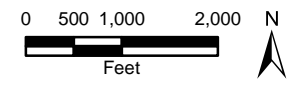






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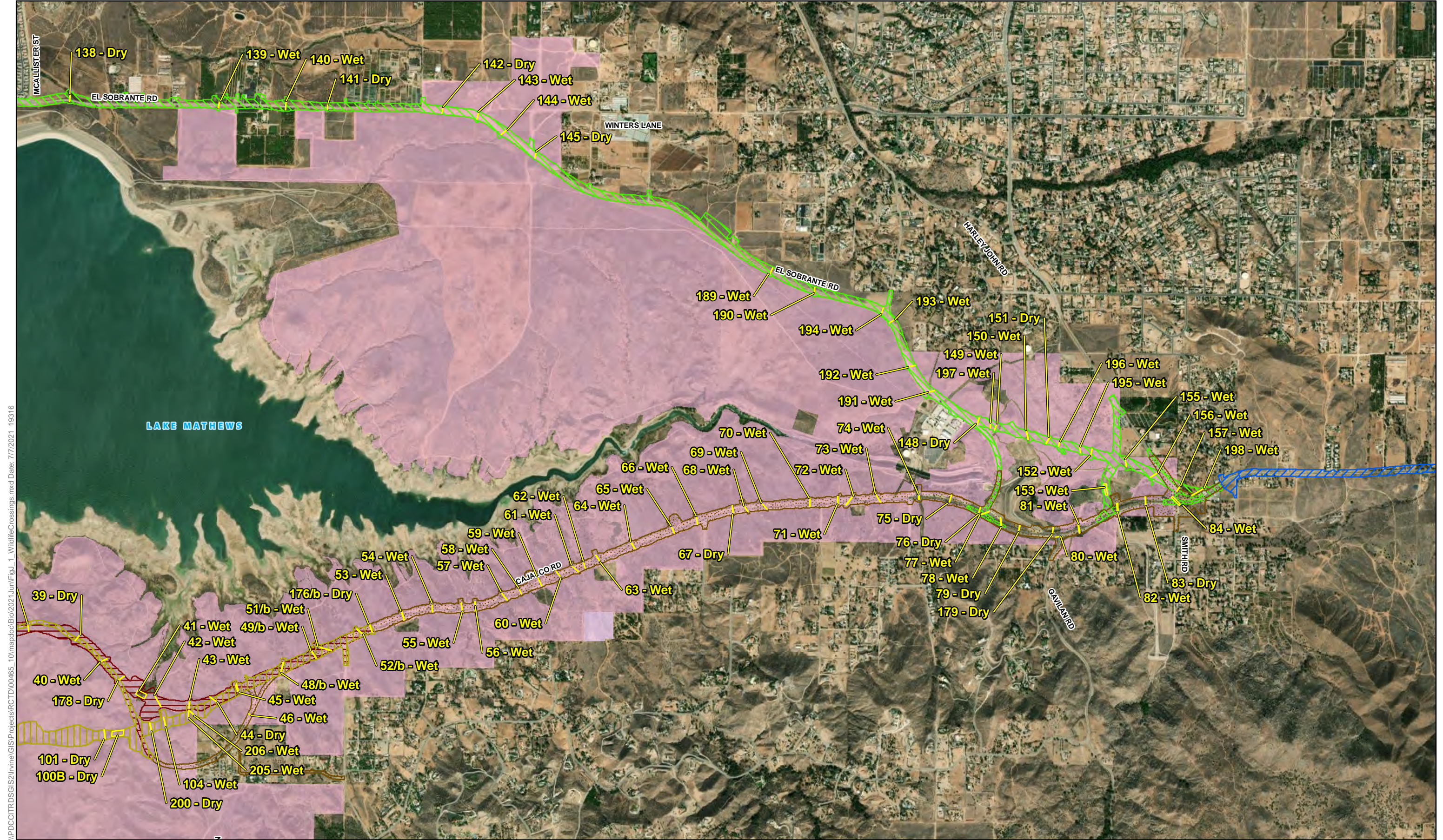
Source: RCTD (2016), AECOM (2018),  
County of Riverside (2016)



- |   |  |   |
|---|--|---|
| <span style="border: 1px solid red; width: 20px; height: 10px; display: inline-block;"></span> Limits of Disturbance - Alternative 1          | <b>Conserved Lands</b>   | <span style="border: 1px solid yellow; width: 20px; height: 10px; display: inline-block;"></span> Wildlife Crossing |
| <span style="border: 1px solid orange; width: 20px; height: 10px; display: inline-block;"></span> Limits of Disturbance - Alternative 2C      | <span style="background-color: pink; width: 20px; height: 10px; display: inline-block;"></span> LMR - MWD              |   |
| <span style="border: 1px dashed brown; width: 20px; height: 10px; display: inline-block;"></span> Limits of Disturbance - Alternatives 1 & 2C | <span style="background-color: lightblue; width: 20px; height: 10px; display: inline-block;"></span> RCHCA Owned Lands |   |
| <span style="border: 1px solid green; width: 20px; height: 10px; display: inline-block;"></span> Limits of Disturbance - Alternative 4        | <span style="background-color: lightgreen; width: 20px; height: 10px; display: inline-block;"></span> RCRCD            |   |
| <span style="border: 1px solid blue; width: 20px; height: 10px; display: inline-block;"></span> Limits of Disturbance - All Alternatives      | <span style="background-color: lightyellow; width: 20px; height: 10px; display: inline-block;"></span> WRCRCA          |   |

**Figure J-1 - Sheet 1 of 3**  
**Proposed Wildlife Crossings Build Alternatives 1, 2C and 4**  
**Cajalco Road Widening and Safety Enhancement Project**





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Source: RCTD (2016), AECOM (2018),  
County of Riverside (2016)

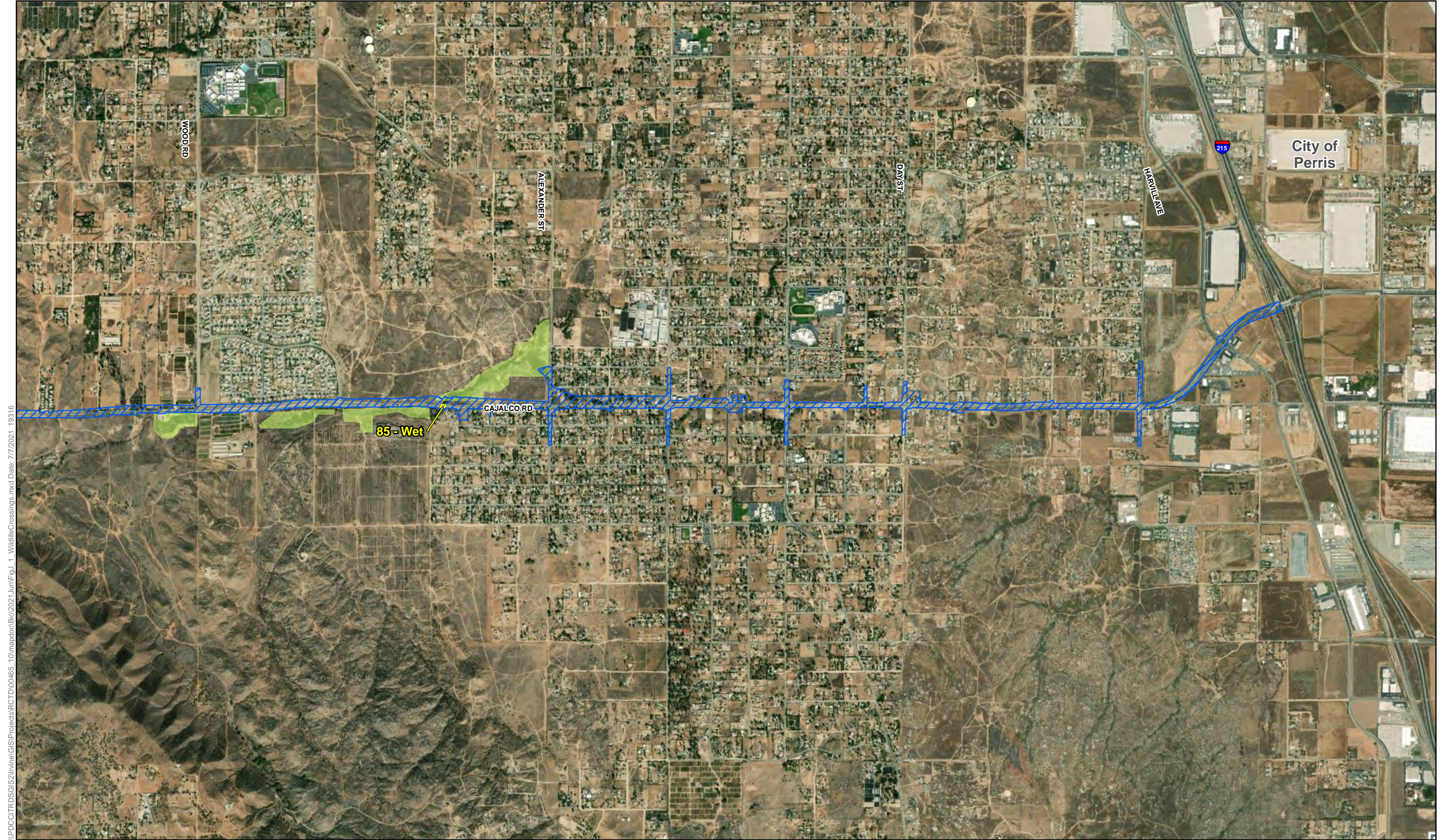
0 500 1,000 2,000 Feet

N

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Limits of Disturbance - Alternative 1</li> <li><span style="border: 1px dashed yellow; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Limits of Disturbance - Alternative 2C</li> <li><span style="border: 1px dotted brown; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Limits of Disturbance - Alternatives 1 &amp; 2C</li> <li><span style="border: 1px dashed green; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Limits of Disturbance - Alternative 4</li> <li><span style="border: 1px dashed blue; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Limits of Disturbance - All Alternatives</li> </ul> | <p><b>Conserved Lands</b></p> <ul style="list-style-type: none"> <li><span style="background-color: pink; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> LMR - MWD</li> <li><span style="background-color: lightblue; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> RCHCA Owned Lands</li> <li><span style="background-color: lightgreen; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> RCRCD</li> <li><span style="background-color: orange; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> WRCRCA</li> </ul> | <ul style="list-style-type: none"> <li><span style="border: 1px solid yellow; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Wildlife Crossing</li> </ul> |
|---|--|--|

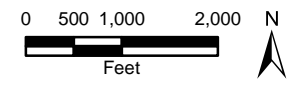
**Figure J-1 - Sheet 2 of 3**  
**Proposed Wildlife Crossings Build Alternatives 1, 2C and 4**  
**Cajalco Road Widening and Safety Enhancement Project**





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Source: RCTD (2016), AECOM (2018),  
County of Riverside (2016)



- |   |                        |                   |
|---|------------------------|-------------------|
| Limits of Disturbance - Alternative 1       | <b>Conserved Lands</b> | Wildlife Crossing |
| Limits of Disturbance - Alternative 2C      | LMR - MWD              |                   |
| Limits of Disturbance - Alternatives 1 & 2C | RCHCA Owned Lands      |                   |
| Limits of Disturbance - Alternative 4       | RCRCD                  |                   |
| Limits of Disturbance - All Alternatives    | WRCRCA                 |                   |

**Figure J-1 - Sheet 3 of 3**  
**Proposed Wildlife Crossings Build Alternatives 1, 2C and 4**  
**Cajalco Road Widening and Safety Enhancement Project**



**Table J-2. Bridge Impacts and Mitigation Summary**

Bridge Station # (crossing #)	Build Alternative	Wildlife Crossing # (refer to Map)	Bridge Specifications					Biological Resources			Shading Impact Present	Other Impacts under Bridge	Proposed Mitigation (Shading)	Positioning Considerations
			Approx. Bridge Orientation	Estimated Length (ft)	Estimated Height (ft)	Estimated Width (ft)	H/W Ratio	CDFW Riparian Present?	Wetland WoUS Present?	Veg Type				
Sta. 22 (Temescal Bridge - Crossing 1)	1, 2C, 4	1	E/W	440	32	120	0.27	Yes	Yes	Riparian	Yes (riparian/wetland)	Temporary impact to Non-wetland and unvegetated streambed. Wetland conversion to non-wetland (no loss of jurisdictional waters). Potential increase in USACE and CDFW jurisdiction with the bridge extension	2:1 Riparian; 2:1 Wetland	Existing Temescal Creek Bridge over Temescal Creek along Cajalco Road at STA #22 is a two-span bridge structure that is approximately 41 feet wide and 171 feet long. Bridge would be removed and replaced with a widened, 120 feet wide, 440 feet long, four-span bridge structure. Bridge design minimizes impacts to the Temescal Wash Mitigation area managed by the Riverside-Corona Resource Conservation District (RCRCD) south of the bridge while providing additional capacity for accommodating Temescal Creek flows. Bridge column placements and design refined to minimize obstructions to flow and impacts to the creek bed.
Sta. 110 (Crossing 174)	1, 2C, 4	174	E/W	106	21	113	0.19	No	No	Upland	Yes (upland)	Shading effect permanently remove RSS from slopes.	MSHCP Covered	New bridge along Cajalco Road would be constructed between slopes west of La Sierra Avenue at STA #110. 112.8-foot wide, 106-foot long, single-span bridge would also serve as a wildlife (dry) crossing for movement between the north and south sides of Cajalco Road.
Sta.145+50 (Crossing 166)	4	166	E/W	302	40	109	0.37	No	No	Upland/ Riparian	Yes (riparian/RSS)	Temporary impact to non-wetland.	2:1 Riparian; 1:1 NNG on conserved lands (on non-conserved lands MSHCP Covered)	New bridge along realigned La Sierra Avenue northeast of a new intersection with Cajalco Road, would be constructed over a drainage at STA #145. 108.8-foot wide, 301.5-foot long, two-span bridge would also serve as a wildlife (dry) crossing for movement between the north and south sides of Cajalco Road.

**Table J-2. Bridge Impacts and Mitigation Summary**

Sta.157-169 (Crossing 210 )	4	210	N/S	1,115	90	130	0.69	No	No	Upland	No	Temporary impact to non-wetland and unvegetated streambed.	n/a	New bridge along realigned La Sierra Avenue northeast of a new intersection with Cajalco Road, would be constructed at STA #157 – 169+00. 120.4-foot wide, 1,115-foot-long arch bridge, would span MWD facilities associated with the Lake Mathews Dam accommodate maintenance access roads associated with Lake Mathews' facilities beneath the bridge between the east and west sides of La Sierra Avenue in this area.
Sta.179 (Crossing 161)	4	161	N/S	200	36	113	0.32	No	No	Upland (dirt access road)	No	Temporary impact to nonwetland and Unvegetated streambed	n/a	New bridge along realigned La Sierra Avenue northeast of new intersection with Cajalco Road, would be constructed over a spillway at STA #179+00. 112.8-foot wide, 200-foot long, two-span bridge would also accommodate maintenance access roads associated with Lake Mathews' facilities beneath the bridge between the east and west sides of La Sierra Avenue.
Sta.242 (Crossing 100a)	2C	100A	E/W	200	25	113	0.22	No	No	Upland	No	No shading impact; purpose of crossing is sheep movement; expected upland vegetation would be permanently impacted during operation.	n/a	New bridge along realigned Cajalco Road west of Lake Mathews Drive would be constructed at STA #242+00. 112.8-foot wide, 200-foot long, two-span bridge would also serve as a wildlife (dry) crossing for movement between the north and south sides of Cajalco Road.
Sta.267 (Crossing 100b)	2C	100B	E/W	200	37	113	0.33	Yes	No	Upland/ Riparian	Yes (riparian)	No shading impact; purpose of crossing is sheep movement; expected upland vegetation permanently impacted during operation.	2:1 Riparian; 1:1 NNG on conserved lands	New bridge along realigned Cajalco Road west of Lake Mathews Drive, at STA #267. 112.8-foot wide, 200-foot long, two-span bridge bridge also serve as a wildlife (dry) crossing and LMR maintenance undercrossing, and would be designed with a minimum 15-foot clearance height for mule deer passage, and 50-feet width each side of the bridge footings for sheep passage (see Figure 2.2-4).
Sta.268 (Crossing 41)	1	41	E/W	160	27	120	0.23	Yes	No	Upland/ Riparian	Yes (riparian, and NNG)	Temporary impact to nonwetland.	2:1 Riparian; 1:1 NNG on conserved lands	New bridge along realigned Cajalco Road west of Lake Mathews Drive would be constructed over a drainage at STA #268. New, 112.8-foot wide, 160-foot long, single-span bridge also serve as a wildlife dry crossing for

**Table J-2. Bridge Impacts and Mitigation Summary**

														movement between the north and south sides of Cajalco Road.
MWD access bridge (Crossing 153)	4	153	N/S	245	n/a	43	n/a	No	No	Unvegetated	No	Temporary impact to Unvegetated streambed	n/a	Existing bridge along an MWD access road that crosses over an existing inlet channel between realigned El Sobrante Road and existing Cajalco Road, at approximately STA #565 (see Figure 2.2-5), replaced with approximately 43-foot wide, 245-foot long, two-span vehicular bridge that would accommodate the inlet channel between an existing MWD detention basin and sedimentation basin.
Cajalco Creek – Sta. 740 (Crossing 85)	1, 2C, 4	85	E/W	302	27	57	0.47	Yes	Yes	Riparian	Yes (wetland/riparian)	Shading effect only for portion of bridge over riparian vegetation; upland vegetation is ruderal. Wetland conversion to non-wetland (no loss of jurisdictional waters).	2:1 Wetland; 2:1 Riparian	New bridge for westbound lanes of Cajalco Road would be constructed over Cajalco Creek north of existing Cajalco Road near Barton Street at STA #740+00. New, 57.2-foot wide, 301.5-foot long, two-span bridge would cross Cajalco Creek upstream of existing Cajalco Road. Existing Cajalco Road south of the new bridge would serve eastbound traffic with two eastbound lanes. Existing 102-inch and 48-inch culverts beneath the eastbound lanes of Cajalco Road at this location would be replaced with a four-cell 20-foot wide, and 14-foot high RCB culvert. At-grade roadway with culvert replacement design originally proposed for location subsequently modified in response to input received from resource agencies and Tribal interests, and environmental constraints and engineering factors. Bridge design minimizes impacts to Alexander Wetlands Mitigation area managed by the RCRC while providing capacity to accommodate Cajalco Creek flows. Bridge column placements and design were refined to avoid, or otherwise minimize impacts to, specific locations within the Cajalco Creek area deemed highly sensitive by local Native American Tribes.
Ramona Expressway Overhead Bridge - Sta. 935	1, 2C, 4	n/a	E/W	125	X	120	n/a							Existing 83.8 feet wide, 125 feet long, three-span Ramona Expressway Overhead Bridge over Burlington Northern Santa Fe Railroad along Cajalco Road at STA #935+00, widened to 119.8 feet wide, 125 feet long, bridge structure.

## **Appendix K** Energy Estimates

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**Cajalco Road Widening and Safety Enhancement Project**  
*Energy Consumption Summary*

**OPERATION**

Annual VMT  
 Operation (MMBTU per year)  
 % Change Relative to No Build  
 % Change Relative to Existing/Baseline  
 % Change in VMT Relative to Existing/Baseline

2014 Existing/Baseline	2024 Opening Year			
Existing/Baseline	No Build	Alternative 1	Alternative 2C	Alternative 4
2,979,123,737	3,699,198,298	3,751,722,597	3,771,736,039	3,768,515,922
19,413,114	18,294,593	18,416,974	18,522,989	18,491,106
n/a	-	0.67%	1.25%	1.07%
-	-5.76%	-5.13%	-4.59%	-4.75%
	24.17%	25.93%	26.61%	26.50%

Annual VMT  
 Operation (MMBTU per year)  
 % Change Relative to No Build\*  
 % Change Relative to Existing/Baseline  
 % Change in VMT Relative to Existing/Baseline

2014 Existing/Baseline	2044 Horizon Year					
Existing/Baseline	No Build	Alternative 1	Alternative 2C	Alternative 4	Alternative 1/2C (6-Lane)	Alternative 4 (6-Lane)
2,979,123,737	5,086,991,199	5,128,627,382	5,108,239,744	5,139,521,794	5,150,625,375	5,168,198,490
19,413,114	19,429,723	19,601,538	19,504,966	19,623,207	19,709,768	19,758,168
n/a	-	0.88%	0.39%	1.00%	0.55%	0.69%
-	0.09%	0.97%	0.47%	1.08%	1.53%	1.78%
	70.75%	72.15%	71.47%	72.52%	72.89%	73.48%

\* For the 6-lane future facility scenario, the percentage change is relative to the corresponding build alternative, as the six-lane future facility would not be constructed without implementation of the build alternatives.

**CONSTRUCTION**

Construction (MMBTU for total construction period)

No Build	Alternative 1	Alternative 2C	Alternative 4	Alternative 1/2C (6-Lane)	Alternative 4 (6-Lane)
-	64,093	64,093	64,093	Not evaluated	Not evaluated

## Cajalco Road Widening and Safety Enhancement Project

Existing/Baseline Year 2014

### Operations

Traffic (Baseline Year 2014)

Annual VMT2,979,123,737 miles

Annual CO2 Emissions1,363,576 metric tons

123

metric tons of CO2 per year	pounds CO2 per metric ton	pounds CO2
1,363,576	2204.62262	3,006,169,429

=Col 1\* Col 2

AQ

45678

kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon of motor gasoline	gallons of gasoline	Btu/gal (gross)	BTU
8.78	19.36	155,304,913	125,000	19,413,114,145,489

=Col 3/ Col 5

= Col 6 \* Col 7

Climate Registry 2017

Conversion factor

Oak Ridge National Lab 2019

9

MMBTU
19,413,114.15

= Col 6/1,000,000

Annual Operations MMBTU

Increase over No-Build

% Increase over No-Build

19,413,114

-

-

### Sources:

Oak Ridge National Laboratory. 2019a. Transportation Energy Data Book, Edition 37. Table B.4: Heat Content for Various Fuels.

Climate Registry. 2017 Default Emissions Factors. Table 13.1.1.

**Cajalco Road Widening and Safety Enhancement Project**  
*No Build Alternative*

**Operations**

Traffic (Opening Year)

Annual VMT	3,699,198,298	miles
Annual CO2 Emissions	1,285,011	metric tons
1	2	3
metric tons of CO2 per year	pounds CO2 per metric ton	pounds CO2
1,285,011	2204.62262	2,832,963,636

=Col 1\* Col 2

AQ

4	5	6	7	8
kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon of motor gasoline	gallons of gasoline	Btu/gal (gross)	BTU
8.78	19.36	146,356,745	125,000	18,294,593,077,682

=Col 3/ Col 5

= Col 6 \* Col 7

Climate Registry 2017

Conversion factor

Oak Ridge National Lab 2019

9
MMBTU
18,294,593.08

= Col 6/1,000,000

	Increase over No-Build	% Increase over No-Build
Annual Operations MMBTU	18,294,593	-

Traffic (Horizon Year)

Annual VMT

Annual CO2 Emissions

5,086,991,199

miles

Annual CO2 Emissions

1,364,742

metric tons

1

metric tons of CO2 per year

1,364,742

2

pounds CO2 per metric ton

2204.62262

3

pounds CO2

3,008,741,394

=Col 1\* Col 2

AQ

4

kg of CO2 per gallon of motor gasoline

8.78

5

pounds of CO2 per gallon of motor gasoline

19.36

6

gallons of gasoline

155,437,786

7

Btu/gal (gross)

125,000

8

BTU

19,429,723,270,875

=Col 3/ Col 5

= Col 6 \* Col 7

Climate Registry 2017

Conversion factor

Oak Ridge National Lab 2019

9

MMBTU

19,429,723.27

= Col 6/1,000,000

Annual Operations MMBTU

19,429,723

Increase over No-Build

% Increase over No-Build

Sources:

Oak Ridge National Laboratory. 2019a. Transportation Energy Data Book, Edition 37. Table B.4: Heat Content for Various Fuels.

Climate Registry. 2017 Default Emissions Factors. Table 13.1.1.

Cajalco Road Widening and Safety Enhancement Project  
Build Alternative 1

**Operations**

Traffic (Opening Year)

Annual VMT

3,751,722,597

miles

Annual CO2 Emissions

1,293,607

metric tons

1

2

3

metric tons of CO2 per year	pounds CO2 per metric ton	pounds CO2
1,293,607	2204.62262	2,851,914,699

=Col 1\* Col 2

AQ

4

5

6

7

8

kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon of motor gasoline	gallons of gasoline	Btu/gal (gross)	BTU
8.78	19.36	147,335,796	125,000	18,416,974,455,693

=Col 3/ Col 5

= Col 6 \* Col 7

Climate Registry 2017

Conversion factor

Oak Ridge National Lab 2019

9

MMBTU
18,416,974.46

= Col 6/1,000,000

	Annual Operations MMBTU	Increase over No-Build	% Increase over No-Build
	18,416,974	122,381	0.66%

Traffic (Horizon Year)

Annual VMT5,128,627,382miles

Annual CO2 Emissions1,376,810metric tons

1

2

3

metric tons of CO2 per year	pounds CO2 per metric ton	pounds CO2
1,376,810	2204.62262	3,035,347,279.39

=Col 1\* Col 2

AQ

4

5

6

7

8

kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon of motor gasoline	gallons of gasoline	Btu/gal (gross)	BTU
8.78	19.36	156,812,301	125,000	19,601,537,636,746

=Col 3/ Col 5

= Col 6 \* Col 7

Climate Registry 2017

Conversion factor

Oak Ridge National Lab 2019

9

MMBTU
19,601,537.64

= Col 6/1,000,000

	Annual Operations MMBTU	Increase over No-Build	% Increase over No-Build
	19,601,538	171,814	0.88%

**Construction**

1	2	3	4	5	6
CO2 (metric tons)	pounds CO2 per metric ton	pounds CO2	kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon diesel	gallons diesel
4,718.00	2,204.62	10,401,410	10.21	22.51	462,096.53
		=Col 1* Col 2			=Col 3 / Col 4
		Climate Registry 2017	Conversion factor	Oak Ridge National Lab 2019	
			7		
			MMBTU		
			64,092.79		
			=Col 5*Col6/1 mill		
		Construction MMBTU	64,093		

Sources:

Oak Ridge National Laboratory. 2019a. Transportation Energy Data Book, Edition 37. Table B.4: Heat Content for Various Fuels.

Climate Registry. 2017 Default Emissions Factors. Table 13.1.1.



Cajalco Road Widening and Safety Enhancement Project  
Build Alternative 2C

**Operations**

Traffic (Opening Year)

Annual VMT	3,771,736,039	miles
Annual CO2 Emissions	1,301,053	metric tons

1	2	3
metric tons of CO2 per year	pounds CO2 per metric ton	pounds CO2
1,301,053	2204.62262	2,868,331,274

=Col 1\* Col 2

AQ

4	5	6	7	8
kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon of motor gasoline	gallons of gasoline	Btu/gal (gross)	BTU
8.78	19.36	148,183,910	125,000	18,522,988,719,320

=Col 3/ Col 5

= Col 6 \* Col 7

Climate Registry 2017

Conversion factor

Oak Ridge National Lab 2019

9
MMBTU
18,522,988.72

= Col 6/1,000,000

	Increase over No-Build	% Increase over No-Build
Annual Operations MMBTU	18,522,989	228,396
		1.23%

Traffic (Horizon Year)

Annual VMT	5,108,239,744	miles
Annual CO2 Emissions	1,370,027	metric tons
1	2	3
metric tons of CO2 per year	pounds CO2 per metric ton	pounds CO2
1,370,027	2204.62262	3,020,392,963
=Col 1 * Col 2		

AQ

4	5	6	7	8
kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon of motor gasoline	gallons of gasoline	Btu/gal (gross)	BTU
8.78	19.36	156,039,730	125,000	19,504,966,283,855
		=Col 3/ Col 5	= Col 6 * Col 7	

Climate Registry 2017      Conversion factor      Oak Ridge National Lab 2019

9
MMBTU
19,504,966.28
= Col 6/1,000,000

	Increase over No-Build	% Increase over No-Build
Annual Operations MMBTU	19,504,966	75,243      0.39%

**Construction**

1	2	3	4	5	6	
CO2 (metric tons)	pounds CO2 per metric ton	pounds CO2	kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon diesel	gallons diesel	Btu/gal (gross)
4,718.00	2,204.62	10,401,410	10.21	22.51	462,096.53	138,700
		=Col 1* Col 2			=Col 3 / Col 4	
		Climate Registry 2017	Conversion factor		Oak Ridge National Lab 2019	
			7			
			MMBTU			
			64,092.79			
			=Col 5*Col6/1 mill			
		Construction MMBTU	64,093			

Sources:

Oak Ridge National Laboratory. 2019a. Transportation Energy Data Book, Edition 37. Table B.4: Heat Content for Various Fuels.  
Climate Registry. 2017 Default Emissions Factors. Table 13.1.1.

Climate Registry. 2017 Default Emissions Factors. Table 13.1.1.

Cajalco Road Widening and Safety Enhancement Project  
Alternative 1/2C 6-Lane Future Facility

Operations

Traffic (Horizon Year)

Annual VMT

5,150,625,375 miles

Annual CO2 Emissions

1,384,412 metric tons

1

2

3

metric tons of CO2 per year	pounds CO2 per metric ton	pounds CO2
1,384,412	2204.62262	3,052,107,086

=Col 1 \* Col 2

AQ

4

5

6

7

8

kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon of motor gasoline	gallons of gasoline	Btu/gal (gross)	BTU
8.78	19.36	157,678,147	125,000	19,709,768,409,013

=Col 3/ Col 5

= Col 6 \* Col 7

Climate Registry 2017

Conversion factor

Oak Ridge National Lab 2019

9

MMBTU
19,709,768.41

= Col 6/1,000,000

	Increase over Build Alternative 1	% Increase over Build Alternative 1
Annual Operations MMBTU	19,709,768	108,231
		0.55%

Sources:

Oak Ridge National Laboratory. 2019a. Transportation Energy Data Book, Edition 37. Table B.4: Heat Content for Various Fuels.

Climate Registry. 2017 Default Emissions Factors. Table 13.1.1.

Note: The 6-lane future facility would not be implemented for the 2024 opening year, and only horizon year traffic operations are considered as part of this energy analysis. No construction data were available for analysis of the 6-lane future facility

Cajalco Road Widening and Safety Enhancement Project  
Alternative 4 6-Lane Future Facility

Operations

Traffic (Horizon Year)		Annual VMT	5,168,198,490	miles
		Annual CO2 Emissions	1,387,812	metric tons
		1	2	3
		metric tons of CO2 per year	pounds CO2 per metric ton	pounds CO2
		1,387,812	2204.62262	3,059,601,837
		=Col 1* Col 2		
		AQ		
4	5	6	7	8
kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon of motor gasoline	gallons of gasoline	Btu/gal (gross)	BTU
8.78	19.36	158,065,342	125,000	19,758,167,698,218
		=Col 3/ Col 5		= Col 6 * Col 7
Climate Registry 2017	Conversion factor	Oak Ridge National Lab 2019		
		9		
		MMBTU		
		19,758,167.70		
		= Col 6/1,000,000		
		Increase over Build Alternative 4		% Increase over Build Alternative 4
Annual Operations MMBTU		19,758,168	134,961	0.69%

Sources:

Oak Ridge National Laboratory. 2019a. Transportation Energy Data Book, Edition 37. Table B.4: Heat Content for Various Fuels.

Climate Registry. 2017 Default Emissions Factors. Table 13.1.1.

Note: The 6-lane future facility would not be implemented for the 2024 opening year, and only horizon year traffic operations are considered as part of this energy analysis. No construction data were available for analysis of the 6-lane future facility



**Cajalco Road Widening and Safety Enhancement Project**  
*Energy Consumption by Construction Phase*

*Grubbing/Land Clearing*

1	2	3	4	5	6
CO2 (metric tons)	pounds CO2 per metric ton	pounds CO2	kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon diesel	Btu/gal (gross)
152.76	2,204.62	336,778	10.21	22.51	14,961.82
=Col 1* Col 2			=Col 3 / Col 4		
Climate Registry 2017			Oak Ridge National Lab 2019		
			Conversion factor		
			7		
			MMBTU		
			2,075.20		
			=Col 5*Col6/1 mill		
Phase MMBTU			2,075		

*Grading/Excavation*

1	2	3	4	5	6
CO2 (metric tons)	pounds CO2 per metric ton	pounds CO2	kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon diesel	Btu/gal (gross)
2,494.94	2,204.62	5,500,401	10.21	22.51	244,362.68
=Col 1* Col 2			=Col 3 / Col 4		
Climate Registry 2017			Oak Ridge National Lab 2019		
			Conversion factor		
			7		
			MMBTU		
			33,893.10		
			=Col 5*Col6/1 mill		
Phase MMBTU			33,893		

*Drainage/Utilities/Sub-Grade*

1	2	3	4	5	6
CO2 (metric tons)	pounds CO2 per metric ton	pounds CO2	kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon diesel	Btu/gal (gross)
1,410.26	2,204.62	3,109,091	10.21	22.51	138,125.53
=Col 1* Col 2			=Col 3 / Col 4		
Climate Registry 2017			Oak Ridge National Lab 2019		
			Conversion factor		
			7		
			MMBTU		
			19,158.01		
			=Col 5*Col6/1 mill		
Phase MMBTU			19,158		

*Paving*

1	2	3	4	5	6
CO2 (metric tons)	pounds CO2 per metric ton	pounds CO2	kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon diesel	Btu/gal (gross)
660.14	2,204.62	1,455,360	10.21	22.51	64,656.30
=Col 1* Col 2			=Col 3 / Col 4		
Climate Registry 2017			Oak Ridge National Lab 2019		
			Conversion factor		
			7		
			MMBTU		
			8,967.83		
			=Col 5*Col6/1 mill		
Phase MMBTU			8,968		

Total Fuel Consumption	462,106
Total Constrution MMBTU	64,094

Sources:

Oak Ridge National Laboratory. 2019a. Transportation Energy Data Book, Edition 37. Table B.4: Heat Content for Various Fuels.  
Climate Registry. 2017 Default Emissions Factors. Table 13.1.1.