

Appendix M Responses to Comments on the Draft IS/EA

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FORMAT OF RESPONSES TO COMMENTS

Individual points within each comment letter are numbered along the right-hand margins of each letter. Comments not requiring any response are not numbered. The responses to each comment letter immediately follow each letter and are referenced by the index numbers in the margins.

The format of the responses below is based on a unique letter and number code for each comment. The number at the end of the code refers to a specific comment within the individual letter. Therefore, each comment has a unique code assignment. For example, F-1-1 is the first substantive comment in letter F-1. “F” represents a federal agency, “1” refers to the first federal agency letter, and the other “1” refers to the first comment. “S” is for State agencies, “L” is for local agencies, “R” is for regional agencies, “O” is for organizations, and “P” is for public comments.

Substantive points within each comment letter are numbered along the right-hand margins of each letter.

INDEX OF COMMENTS RECEIVED

The following is an index list of the agencies, groups, and persons who commented on the Draft Initial Study/Environmental Assessment (IS/EA) prior to the close of the public comment period. Each comment letter received is indexed with a number below.

Transmittal letters from the State Clearinghouse to State agencies are provided at the end of this appendix.

Letter	Name	Date
Federal Agency Comments		
F-1-1	U.S. Army Corps of Engineers, Los Angeles District	August 13, 2007
F-2-1	U.S. Department of the Interior, Fish and Wildlife	September 13, 2007
State Agency Comments		
S-1	State of California, Native American Heritage Commission	August 20, 2007
S-2	State of California, Public Utilities Commission	February 16, 2007
S-3	State of California, Department of Conservation	September 7, 2007
S-4	Department of Toxic Substances Control	September 4, 2007
S-5	State of California, Department of Fish and Game	September 12, 2007
S-6	State Department of Parks and Recreation	September 14, 2007
Local Agency Comments		
L-1	City of Anaheim, Planning Department	September 13, 2007
L-2	City of Yorba Linda, Community Development Department	August 31, 2007
L-3	City of Chino Hills	August 29, 2007
L-4	City of Corona, Public Works Department	August 29, 2007
Regional Agency Comments		
R-1	Riverside County Flood Control and Water Conservation	August 14, 2007
R-2	Southern California Association of Governments	August 22, 2007
R-3	Transportation Corridor Agencies	August 21, 2007
R-4	Orange County Fire Authority	August 27, 2007
R-5	County of Orange, Planning & Development Services Dept.	August 30, 2007
Organization Comments		
O-1	Sierra Club, Puente-Chino Hills Task Force	August 6, 2007
O-2	Wildlife Corridor Conservation Authority	August 22, 2007
O-3	Wildlife Corridor Conservation Authority	September 13, 2007
Public Comments		
P-1	Bob Zemel	August 21, 2007
P-2	P. Nollkamper	August 21, 2007
P-3	Kirk Ladean	August 21, 2007
P-4	Arnold Gregg	August 1, 2007
P-5	Jerry Collamer	August 16, 2007
P-6	Darius Ahrar	September 4, 2007
P-7	Brittney Bond	September 4, 2007
P-8	Tom Tietz	August 21, 2007
P-9	Rod Tawasha	August 8, 2007
P-10	Steve Peters	August 3, 2007
P-11	Robert S. Zemel	August 21, 2007
P-12	Glenda Gromer	September 13, 2007
P-13	Concerned SR-91 Traveler	August 31, 2007

Letters L-2, R-1, P-6, P-7, P-10, and P-12 do not contain any comments on the Draft IS/EA.



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P.O. BOX 532711
LOS ANGELES, CALIFORNIA 90053-2325

F-1

REPLY TO
ATTENTION OF:

August 13, 2007

Office of the Chief
Regulatory Division

Karen M. Taylor
Senior Community Relations Specialist
Orange County Transportation Authority
P.O. Box 14184
Orange, California 92863-1584

Re: State Route 91 Eastbound Lane Addition between State Route 241 and State Route 71 in
Orange and Riverside Counties

Dear Ms. Taylor:

Thank you for the opportunity to comment on the project referenced above. Based on our preliminary review of the information submitted, we have determined that the proposed project may require a U.S. Army Corps of Engineers permit.

A Corps of Engineers permit is required for the discharge of dredged or fill material into, including any redeposit of dredged material within, "waters of the United States" and adjacent wetlands pursuant to Section 404 of the Clean Water Act of 1972. Specifically, activities located within tributaries to Santa Ana River for the expansion of State Route 91 may entail discharge of fill into waters of the United States.

If you have any questions, please contact Phuong H. Trinh at (213) 452-3372. Please refer to this letter and 2007-986-PHT in your reply.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth Wong", with a stylized flourish extending to the right.

Kenneth Wong
Project Manager, Los Angeles Section
North Coast Branch

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U.S. ARMY CORPS OF ENGINEERS

F-1-1

As specified in Table 1.5, Permits and/or Approval Needed (page 38), and Avoidance, Minimization, and Compensation Measure BIO-14 of the Draft IS/EA and the Final Environmental Document (FED) (page 220), a Section 404 permit will be obtained for the proposed project.

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United States Department of the Interior



FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92011

F-2

In Reply Refer To:
FWS-OR/WRIV-3669.4

Karen M. Taylor
Orange County Transportation Authority
P.O. Box 14184
Orange, California 92863-1584

SEP 13 2007

Subj: Initial Study with Proposed Mitigated Negative Declaration and Environmental Assessment for Widening of State Route 91 between State Route 241 and State Route 71 in Orange and Riverside Counties, California

Dear Ms. Taylor:

The U.S. Fish and Wildlife Service (Service) has reviewed the Initial Study with a proposed Mitigated Negative Declaration and Environmental Assessment (IS/EA) for the widening of State Route (SR) 91 between SR241 and SR71 in Orange and Riverside counties, California. The IS/EA was received on August 15, 2007. The proposed project would add an additional general purpose lane and widen all lanes and shoulders to standard widths on eastbound SR91 between SR241 in eastern Orange County and SR71 in western Riverside County. The total project length is about 6.9 miles.

The project is proposed by the California Department of Transportation (Caltrans) in coordination with the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC). Caltrans is a signatory to the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP), so the portion of the project in Riverside County will be conducted consistent with MSHCP policies.

We offer the following specific comments and recommendations regarding project-associated biological impacts based on our review of the IS/EA, our knowledge of declining habitat types and species within Orange and Riverside counties, a signatory to the Implementing Agreement of the MSHCP, and a partner in the Measure M programmatic mitigation strategy being developed by OCTA. These comments are provided pursuant to the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et seq.), and in keeping with our agency's mission to "work with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people."

Comments:

1. We appreciate Caltrans' pre-project coordination with the Service regarding measures to maintain wildlife undercrossings and minimize roadkill along the length of the proposed project; measures to minimize direct impacts to sensitive habitat and species; and potential restoration sites to help offset loss of habitat for the federally threatened coastal California gnatcatcher (*Polioptila californica californica*) and endangered least Bell's vireo (*Vireo bellii pusillus*). We



look forward to continuing this coordination pursuant to the MSHCP and through formal consultation pursuant to section 7 of the Act.

2. The proposed freeway widening will likely result in an incremental increase in noise and pollution levels in the habitat surrounding the freeway and will increase the length of the Coal Canyon undercrossing, which is the primary connection for wildlife moving between the Santa Ana Mountains and Chino/Puente Hills. When considered cumulatively with future widening projects, the effects to the surrounding environment from increased noise and pollution and decreased connectivity could be substantial. We recommend that these indirect and cumulative effects to biological resources be addressed in the IS/EA. 1
3. The renewed Measure M (M2) is a recently approved measure that will fund a variety of transportation projects in Orange County. M2 includes an innovative mitigation plan intended to streamline review and approval of M2 freeway projects by providing up-front, comprehensive habitat and resource protection. The release of funds for the mitigation plan is subject to completion of a master agreement further detailing how the mitigation plan will be implemented.

Widening of SR91 was anticipated to be one of the projects covered under the M2 mitigation plan, but we acknowledge that because M2 was approved recently, it is not practicable to complete the master agreement prior to finalizing the IS/EA for this widening project. To address concerns that a project described in M2 is proceeding prior to completing the master agreement, OCTA provided a letter dated September 10, 2007, reiterating their commitment to the M2 mitigation plan. We recommend that the IS/EA describe the M2 mitigation plan and OCTA's commitment to provide funding to offset M2 project-related impacts, including the indirect and cumulative effects described above. We look forward to working with OCTA, Caltrans, and our other partners to implement this innovative plan in a manner that facilitates streamlined review of M2 projects while providing substantial habitat conservation and restoration. 2

We appreciate the opportunity to comment on the IS/EA for the widening of State Route 91. Should you have any questions pertaining to these comments, please contact Fish and Wildlife Biologist Jonathan Snyder at (760) 431-9440, extension 307.

Sincerely,



Karen A. Goebel
Assistant Field Supervisor

cc:

Matt Chirdon, California Department of Fish and Game, San Diego, California

Scott Quinnell, Caltrans District 8, San Bernardino, California

Sylvia Vega, Caltrans District 12, Irvine, California

Erinn Wilson, California Department of Fish and Game, Los Alamitos, California

U.S. DEPARTMENT OF THE INTERIOR, FISH AND WILDLIFE SERVICE

F-2-1

Indirect impacts are discussed in Section 2.16.3 of the Draft IS/EA and the FED (page 203). Cumulative impacts are discussed in Section 2.22 (page 244). The Draft IS/EA and FED found that the potential indirect effects of the project are not expected to increase habitat fragmentation or result in substantial degradation of existing wildlife corridors. Likewise, the Draft IS/EA and FED acknowledge that cumulative impacts are anticipated but that each project is subject to the mitigation requirements delineated by each natural resource agency that has jurisdiction over the area, including the United States Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), Regional Water Quality Control Board (RWQCB), United States Army Corps of Engineers (USACE), and State Department of Parks and Recreation. Mitigation is required through the issuance of permits or another type of regulatory actions. When these mitigation requirements are implemented, cumulative adverse impacts would not occur. Therefore, the Build Alternative would not contribute to a cumulative adverse impact to biological resources. Refer to Response to Comment F-2-2 regarding funding for mitigation.

F-2-2

Refer to the Orange County Transportation Authority (OCTA) letter addressed to Claire Schlotterbach dated September 10, 2007, in Appendix N.

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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
e-mail: ds_nahc@pacbell.net



August 20, 2007

Ms. Leslie Manderscheid

CALIFORNIA DEPARTMENT OF TRANSPORTATION

3337 Michelson Drive, Suite 380
Irvine, CA 92612

Re: SCH#2007081004 CEQA Notice of Completion; Initial Study and proposed Mitigated Negative Declaration for State Route 91 Eastbound Land Addition between SR 241 & SR 71; Eastern Orange County and Western Riverside County, California

Dear Ms. Manderscheid:

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

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278) <http://www.ohp.parks.ca.gov/1068/files/IC%20Roster.pdf> The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.

- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

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

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the

1
2
3
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5



NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

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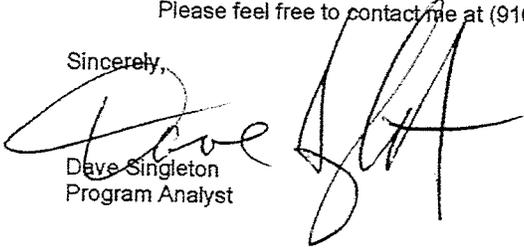
√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

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

6

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

Sincerely,



Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Native American Contacts

Orange County

Riverside County

August 21, 2007

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

(951) 763-2632 Fax

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

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

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

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

Gabrieleno/Tongva Tribal Council
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

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

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

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

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

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007081004; CEQA Notice of Completion; Initial Study/Proposed Mitigated Negative Declaration for State Route 91 Eastbound Lane Addition between SR 241 and SR 71; eastern Orange County/western Riverside County, California.

Native American Contacts

Orange County
Riverside County
August 21, 2007

Juaneno Band of Mission Indians Acjachemen Nation
Anthony Rivera, Chairman
31411-A La Matanza Street Juaneno
San Juan Capistrano , CA 92675-2674
arivera@juaneno.com
949-488-3484
949-488-3294 Fax

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

Gabrielino Band of Mission Indians of CA
Ms. Susan Frank
PO Box 3021 Gabrielino
Beaumont , CA 92223
(951) 897-2536 Phone/Fax

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

Soboba Band of Luiseño Indians
Bennae Calac, Cultural Resource Director
P.O. Box 487 Luiseno
San Jacinto , CA 92581
bcalac@soboba-nsn.gov
(951) 663-8332
(951) 654-4198 - FAX

Soboba Band of Luiseno Indians
Harold Arres, Cultural Resources Manager
P.O. Box 487 Luiseno
San Jacinto , CA 92581
harres@soboba-nsn.gov
(951) 654-2765
FAX: (951) 654-4198

Juaneno Band of Mission Indians Acjachemen Nation
Joyce Perry , Tribal Manager & Cultural Resources
31742 Via Belardes Juaneno
San Juan Capistrano , CA 92675
(949) 493-0959
(949) 293-8522 Cell
(949) 493-1601 Fax

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

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

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

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007081004; CEQA Notice of Completion; Initial Study/Proposed Mitigated Negative Declaration for State Route 91 Eastbound Lane Addition between SR 241 and SR 71; eastern Orange County/western Riverside County, California.

NATIVE AMERICAN HERITAGE COMMISSION

S-1-1

A Historic Property Survey Report (HPSR) (March 2006) and First Supplemental Historic Property Survey Report (June 2007) were prepared for the project in accordance with Caltrans guidelines. This included a records search at the South Central Coast Information Center and the Eastern Information Center. Impacts to historical resources are discussed in Section 2.8.3 of the Draft IS/EA and FED (page 120).

S-1-2

The HPSR was submitted to the South Central Coastal Information Center and the Eastern Information Center in March 2006 and processed in October 2006. The First Supplemental HPSR was submitted to the Information Centers on October 11, 2007. The reports were only available for qualified archaeologist review.

S-1-3

As part of preparation of the HPSR and First Supplemental HPSR, the Native American Heritage Commission (NAHC) and Native American tribes on a list provided by the NAHC were contacted regarding potential sites in the study area. Refer to Section 2.8.2 of the Draft IS/EA and FED (page 117) regarding Native American Consultation.

S-1-4

As required by the California Department of Transportation (Caltrans) Standard Special Provisions, procedures are in place for proper handling of archaeological resources. Refer to Measure CR-1 in Section 2.8.4 of the Draft IS/EA and FED (page 121) and in Appendix D (page D-10).

S-1-5

As required by Caltrans Standard Special Provisions, procedures are in place for proper handling of potential human remains. Refer to Avoidance, Minimization, and Compensation Measure CR-1 in Section 2.8.4 of the Draft IS/EA and FED (page 121).

S-1-6

As discussed in Section 2.8.3 of the Draft IS/EA and FED (page 120), there are no remaining features of the recorded sites listed in Table 2.20 of the Draft IS/EA and FED (page 119).

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PUBLIC UTILITIES COMMISSION

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



February 16, 2007

S-2

Leslie Manderscheid
California Department of Transportation
3337 Michelson Drive, Ste. 380
Irvine, CA 92612

Dear Ms. Manderscheid:

Re: SCH# 2007081004; State Route 91 Eastbound lane Addition between SR-241 and SR-71

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

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal-Mit Neg Dec* from the State Clearinghouse. Modifications to crossings including widening of an existing grade separation, are within the scope of Commission General Order (GO) 88-B: "Rules for Altering Public Highway-Rail Crossings". A request for authorization must be submitted to the Commission through RCES. It must be noted that GO 88-B authority is granted at staff level, with a short processing period of two to six weeks. One of the primary prerequisites for a GO 88-B application is concurrence of all parties (railroad, local agency and CPUC) to the proposed changes.

1

Caltrans should arrange a meeting with the RCES staff to discuss relevant safety issues and requirements of a GO88-B request for authority to modify an existing grade crossing separation of possibly: 002B-27.85-A, PRADO (SR 91) OH; 002B-29.54-A, W PRADO (SR 91) OH.

2

If you have any questions, please contact Varouj Jinbanchian, Senior Utilities Engineer at 213-576-7081, vsj@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,

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

C: John Shurson, BNSF
Rob Harris, SCRRA

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STATE OF CALIFORNIA PUBLIC UTILITIES COMMISSION

S-2-1

Section 1.3.3.1 of the Draft IS/EA and FED (page 18) and Table 1.5: Permits and/or Approvals Needed (page 38) acknowledge that a railroad agreement is required.

S-2-2

A meeting will occur with Rail Crossing Engineering Section (RCES) staff during the final design phase of the project.

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DEPARTMENT OF CONSERVATION

DIVISION OF OIL, GAS, AND GEOTHERMAL RESOURCES

5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731

PHONE 714/816-6847 • FAX 714/816-6853 • WEB SITE conservation.ca.gov

S-3

September 7, 2007

Ms. Leslie Manderscheid
California Department of Transportation
3337 Michelson Drive, Suite 380
Irvine, California 92612

Subject: Mitigated Negative Declaration for the State Route 91 Eastbound Lane Addition
between SR-241 and Sr-71, SCH# 2007081004

Dear Ms. Manderscheid:

The Department of Conservation's (Department) Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California.

The proposed project is located outside the administrative boundaries of any oil fields. However, there is one idle well and one plugged and abandoned well within or in proximity of the project boundaries. The wells are identified on Division map 109 and in Division records as New York California Oil Co No. 1 and U-Tex Oil Co. "Prado Dam" 1. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

Building over or in the proximity of idle or plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If abandonment or reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

Ms. Leslie Manderscheid
September 7, 2007
Page 2

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. The Department of Transportation should contact the Division Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Mitigated Negative Declaration. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,

A handwritten signature in cursive script that reads "Paul Frost".

Paul Frost
Associate Oil & Gas Engineer
Division of Oil, Gas and Geothermal Resources
District 1

FORM 105

STATE OF CALIFORNIA
DEPARTMENT OF NATURAL RESOURCES

065-00146

E

DIVISION OF OIL AND GAS
Notice of Intention to Drill New Well
This notice and surety bond must be filed before drilling begins

JAN 15 1957

U-TEX Oil Co.
DIVISION OF OIL AND GAS

Los Angeles Calif. December 1956

In compliance with Section 3203, Division III, Article 4, Public Resources Code, notice is hereby given that it is our intention to commence the work of drilling well No. x "Prado Dam" 1, Sec. 29, T. 3 S., R. 7 W., S. B. B. & M., Santa Ana Canyon near, Eld., Riverside County.

Legal description of mineral right lease, consisting of 1.031 acres, is as follows: Portions of Tracts (Attach map or plat to scale)
Block F of Rancho La Sierra Yorba, Sections 29 and 30, etc., Twp. 3 South, Range 7 West, Riverside County.

Do mineral and surface leases coincide? Yes YES No _____ If answer is no, attach legal description of both surface and mineral leases, and map or plat to scale.

Location of Well APPR. 2000 feet South along section line and 700 feet East
(Direction) (57-2438) Uncomp. Bond (Direction)

at right angles to said line from the Northwest corner of section 29; -Said location being more particularly described as being at a point approximately 1280 feet easterly and easterly-northerly along the north and northwesterly line of old highway (old U.S. 91) abutting the north and northwesterly line of the A.T. & S.F. RR. track right of way and approximately 100 feet northwesterly at right angles to the northwesterly line of said old highway FROM the A.T. & S.F. RR.'s Prado Dam Water Station Tower which Tower is about one mile west southerly from the Prado Dam.
Elevation of ground above sea level about 625 feet datum.

All depth measurements taken from top of Kelly Busing which is 5.60 feet above ground.
(Derrick Floor, Rotary Table or Kelly Busing)

PROPOSED CASING PROGRAM

SIZE OF CASING INCHES A.P.I.	WEIGHT	GRADE AND TYPE	TOP	BOTTOM	CEMENTING DEPTHS
10 3/4		J 55	0	150	150 feet
5 1/2			0	2000	

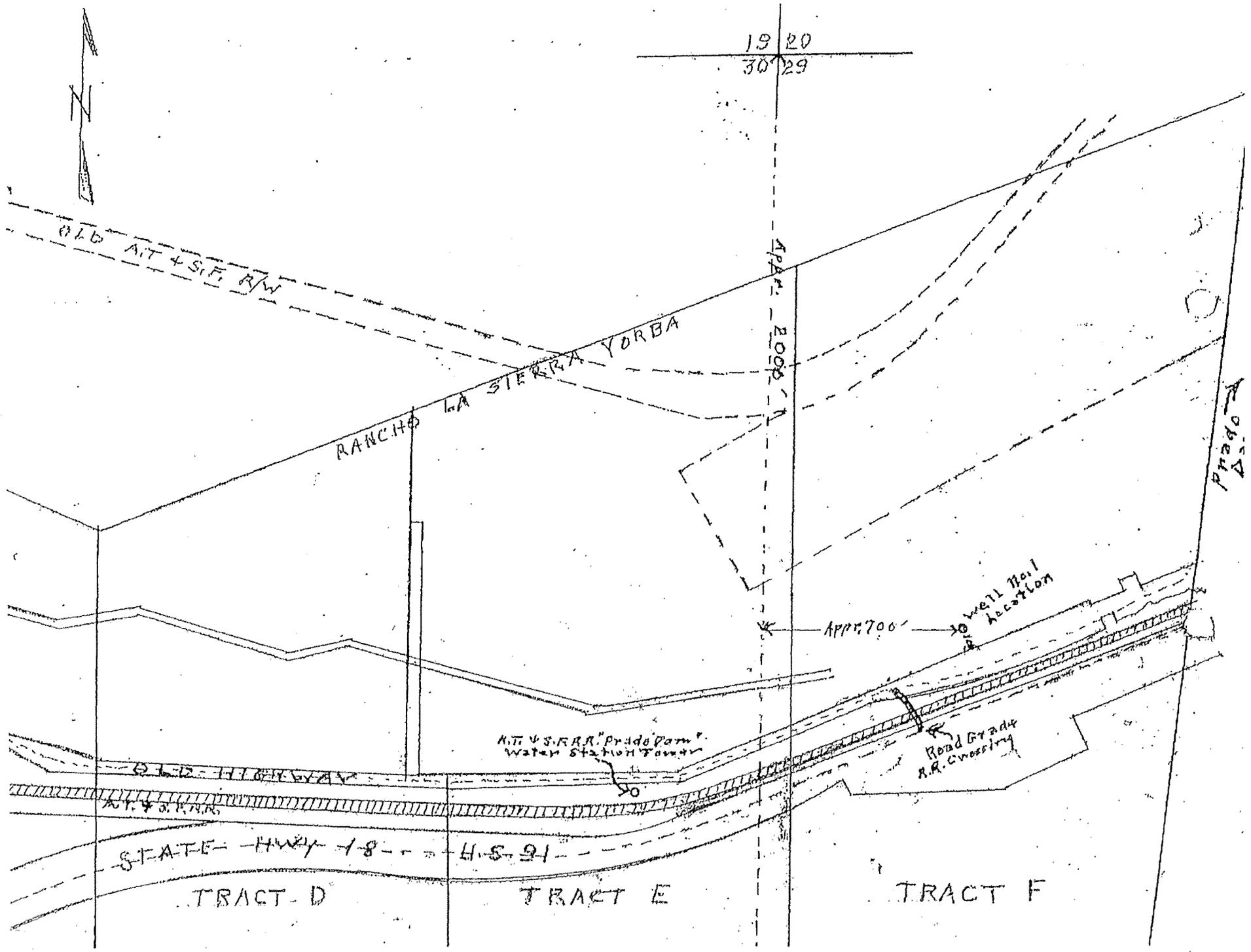
Intended zone or zones of completion: _____
(Name) (Depth, top and bottom)

Estimated total depth 2000

MAP	MAP BOOK	CARDS	BONDS	FORMS
MD			662485 1-11-57	114 121

It is understood that if changes in this plan become necessary we are to notify you before running casing.
H. E. Raddatz
Address: 1395 Coast Blvd., Box 1205
La Jolla, Calif.
Telephone Number: Glencourt 4-2584

By H. E. Raddatz, Pres.
U-TEX Oil Company
(Name of Operator)



FORM 111

E

STATE OF CALIFORNIA
DEPARTMENT OF NATURAL RESOURCES

DIVISION OF OIL AND GAS
REPORT ON PROPOSED OPERATIONS

No. P 157-95

Mr. H E Raddick
Box 1203, 1295 Coast Boulevard
La Jolla, California
Pres: Agent for H-TEX OIL CO

Los Angeles 15 Calif.
January 17, 1957

121

DEAR SIR:

Your _____ proposal to _____ drill _____ Well No. "Prado Dam" 1 _____,

Section 29, T 3 S, R 7 W, S 1/2 E. B. & M., (Prado Dam Area) _____, Riverside County,

dated Dec. 1956, received Jan. 15, 1957, has been examined in conjunction with records filed in this office.

Present conditions as shown by the records and the proposal are as follows:

THE NOTICE STATES

"Legal description of mineral right lease, consisting of 1631 acres, is as follows: Portions of Tracts E and F of Rancho La Sierra Torba, Sections 29 and 30, etc., Twp. 3 South, Range 7 West, Riverside County.

Do mineral and surface leases coincide? Yes Yes No

Location of Well: Appr. 2000 feet South along section line and 700 feet East at right angles to said line from the Northwest corner of section 29; -Said location being more particularly described as being at a point approximately 1280 feet easterly and easterly-northerly along the north and northwesterly line of old highway 18 (U.S. 91) abutting the north and northwesterly line of the A. T. & S. F. RR. track right of way and approximately 105 feet northwesterly at right angles to the northwesterly line of said old highway FROM the A.T. & S.F. RR. Prado Dam Water Station Tower which Tower is about one mile west southerly from the Prado Dam. Elevation of ground above sea level about 625 feet datum.

All depth measurements taken from top of Kelly Bushing which is 5.60 feet above ground."

PROPOSAL

"PROPOSED CASING PROGRAM

Size of Casing

Inches A.P.L.	Weight	Grade and Type	Top	Bottom	Cementing Depths
10 3/4		J 55	0	150	150 feet
5 1/2			0	2000	

Intended zone or zones of completion:

(Name)

(Depth, top and bottom)

Estimated total depth 2000

It is understood that if changes in this plan become necessary we are to notify you before running casing."

RECISSION

THE PROPOSAL IS APPROVED PROVIDED THAT

1. Mud fluid consistent with good drilling practice shall be used and the column of mud fluid maintained at all times to the surface, particularly while pulling the drill pipe.
2. Adequate blowout prevention equipment shall be installed and maintained in operating condition at all times.
3. THIS DIVISION SHALL BE NOTIFIED AS FOLLOWS:
 - (a) To inspect the installed blowout prevention equipment before drilling below 500'.
 - (b) To witness a test of the effectiveness of the 5 1/2" shut-off.

DC

FEK:OH

E. H. MUSSER, State Oil and Gas Supervisor.

cc. Company

By R. H. M. S.

059-01087
01087

Form 105 (7765 5-16 102)

STATE MINING BUREAU CALIFORNIA STATE MINING BUREAU

RECEIVED
SEP 21 1923

Department of Petroleum and Gas

LOS ANGELES OFFICE

Notice of Intention to Drill New Well

This notice must be given before drilling begins

NEW YORK-CALIFORNIA Oil Co.

LOS ANGELES Cal. Sept 19 1923

Mr. Irving V. Aeger
Deputy State Oil and Gas Supervisor

LOS ANGELES Cal.

DEAR SIR:

In compliance with Section 17, Chapter 718, Statutes of 1915, notice is hereby given that it is our intention to commence the work of drilling well number 1 Section 36 T. 3-S. 8-W. S.F. B. & M.,

SANTA ANA CANYON (Verde Lixos. Brown Oil Field, PLASTER COUNTY County.

The well is 3000' N, 1000' E fr SW corner (20-600) feet N. or S., and West 1200' from N.E. Corner of Lot 32 Irvin Sub of the Rancho San Joaquin, Tomas de Santiago de Santa Ana and the Flint and Bixby Allotment, as per B.M. page 88 Misc. Maps, Orange Co., Cal. (Give location in distance from section corners or other corners of legal subdivision)

The elevation of the derrick floor above sea level is 460 feet.

3000' N, 1000' E fr SW corner (20-600) Uncomp above

We propose to use the following strings of casing either cementing or landing them as here indicated:

Size of Casing, Inches	Weight, Lbs. Per Foot	New or Second Hand	Depth	Landed or Cemented
15 1/2"	70#	NEW	200	LANDED
12 1/2"	45#	NEW	1800	LANDED
10"	45#	NEW	3000	CEMENT.

It is understood that if changes in this plan become necessary we are to notify you if possible before cementing or landing the casing.

We estimate that productive oil or gas formation should be encountered at a depth of about 3500 feet,

more or less.

10/1/24
Chas Oster gen Mgr.
Hancock Co. Tr. 0655
Reference to file of data

Respectfully yours,

NEW YORK-CALIFORNIA OIL CO.
(Name of Company or Operator)

By John K. Porter
Supt Aug 1923

Maps	Applied	Cross Section	Cores	Forms	
				114	151
				✓	✓

Address notice to Deputy State Oil and Gas Supervisor in charge of district where well is located

John K. Porter is now associated with E.A. Parkeford in Santa Fe Springs Cal Syndicate #1.

Topo. Sh. # 73
E.G.K.

MEMORANDUM CLOSING RECORD.

December 22, 1927.

New York-California Oil Co.
Well No. 1.
Sec. 36, T. 3 S., R. 8 W.,
Orange County.

Mail addressed to this company has been returned by
the postoffice marked "unclaimed."

The Shell Company scout records of January 25, 1925,
carry this well as abandoned at 600', with no casing in the hole.

We are closing the record on this well and marking the
location "Abandoned" on our map.

[Handwritten Signature]
Deputy Supervisor.

FLC:EMP
CC - Mr. R. D. Bush

Reference to file of data

Well	Model	Cross Section	Charts	Forms
B.R.N.	110			

✓
12/30/27
B.B.N.

STATE OF CALIFORNIA, DEPARTMENT OF CONSERVATION

S-3-1

Approximate well locations have been identified on the plans in the Draft Project Report. Specific well locations will be identified on future project plans if within Caltrans right-of-way or affected by the project.

S-3-2

The project proponents will comply with all regulatory requirements, including Section 3208.1 of the Public Resources Code regarding oil and gas wells.

S-3-3

Refer to Response to Comment S-3-2.

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Department of Toxic Substances Control



Linda S. Adams
Secretary for
Environmental Protection

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



Arnold Schwarzenegger
Governor

S-4

September 4, 2007

Ms. Karen Taylor
Orange County Transportation Authority
550 South Main Street
Orange, California 92863

INITIAL STUDY AND NEGATIVE DECLARATION (ND) FOR SR-91 EASTBOUND LANE ADDITION

Dear Ms. Taylor:

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "The California Department of Transportation (Caltrans) Districts 8 and 12 and the Federal Highway Administration (FHWA), in conjunction with the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC), propose to add an additional general-purpose lane and widen all lanes and shoulders to standard widths on eastbound State Route 91 (SR-91), to the south, between State Route 241 (SR-241) in eastern Orange County and State Route 71 (SR-1) in western Riverside County. The total length of the project is 11.1 kilometers (km) (6.9 miles [mi]). Approximately 6.4 km (4.0 mi) of the project is located in Orange County under Caltrans District 12 jurisdiction and 4.7 km (2.9 mi) is located in Riverside County under Caltrans District 8 jurisdiction. Caltrans is the lead agency for compliance with the California Environmental Quality Act (CEQA) and the FHWA is the lead agency for compliance with the California Environmental Policy Act (NEPA). OCTA and RCTC are responsible agencies under CEQA, and OCTA is the project proponent. The purpose of the proposed project within this segment is to reduce traffic congestion, improve operational deficiencies, and comply with legislative requirements".

Based on the review of the submitted document DTSC has the following comments:

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

1

2) The document states that the ND would identify any known or potentially contaminated sites within the proposed project area. For all identified sites, the ND should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
- Site Mitigation Program Property Database (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control.
- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
- Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
- Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

2

3) The ND should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be

3



- conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state laws, regulations and policies.
- 4) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.
- 5) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 6) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the ND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.
- 7) If weed abatement occurred, onsite soils may contain herbicide residue. If so, proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project.
- 

Ms. Karen Taylor
September 4, 2007
Page 4

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

Sincerely,



Greg Holmes
Unit Chief
Southern California Cleanup Operations Branch - Cypress Office

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

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

CEQA #1786

STATE DEPARTMENT OF TOXIC SUBSTRANCES CONTROL

S-4-1

As discussed in Section 2.13.2 of the Draft IS/EA and FED (page 144), no hazardous waste sites were identified within the limits of the proposed project.

S-4-2

Please refer to Response to Comment S-4-1. The hazardous waste sites in the vicinity of the project site are identified in Table 2.22 of the Draft IS/EA and FED (page 145).

S-4-3

Sites in the vicinity and status are listed in Table 2.22 (page 145). Each site is subject to regulatory requirements regarding investigation, assessment, and remediation. As discussed in Section 2.13.3.1, these sites were evaluated and were found not to have likely impacted the project site.

S-4-4

The Initial Site Assessment determined that the areas that would be excavated adjacent to the roadways are potentially contaminated with aeriially deposited lead (ADL). An ADL survey was conducted, and appropriate handling procedures have been identified consistent with Department of Toxic Substances Control (DTSC) requirements. Refer to Avoidance, Minimization, and Compensation Measure H-1 in Section 2.13.4 of the Draft IS/EA and FED (page 152). Consistent with Caltrans Standard Specifications, imported soils would be tested in accordance with the requirements specified in Avoidance, Minimization, and Compensation Measure H-1. Refer to Appendix D: Environmental Commitment Record (page D-18).

S-4-5

Potential hazardous materials impacts receptors during construction were evaluated in the Air Quality Analysis, and the ISA and appropriate mitigation were provided. Section 2.14 of the Draft IS/EA and FED (page 165) lists Avoidance, Minimization, and Compensation Measures required by the South Coast Air Quality Management District (SCAQMD) and Caltrans Standard Specifications during construction to protect sensitive receptors and the environment from hazardous air pollutants associated with construction vehicles, soil disturbance, and naturally occurring asbestos. Section 2.13 lists additional Avoidance, Minimization, and Compensation Measures to protect sensitive receptors from ADL, pavement markings, and asbestos-containing materials (page 152). An asbestos survey of the five bridges in the project area that would be widened as part of the project was completed on October 2, 2007.

The survey included sampling of all suspect asbestos materials that would be disturbed as part of the project. Asbestos was detected within three building material samples in the guard rail post shims of the West Prado Overhead, West Connector Overpass, and the State Route 91/State Route 71 (SR-91/SR-71) Connector. Caltrans will adhere to Standard Special Provisions with handling of all the hazardous materials identified.

S-4-6

Caltrans will adhere to its Standard Specifications for unknown hazardous materials encountered during construction.

S-4-7

There is no evidence of herbicide storage, mixing, or unlawful release within the project limits. As such, testing for herbicides was not included nor performed.



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>

South Coast Region 5
4949 Viewridge Drive
San Diego California 92123
Phone 858-467-4201
Fax 858-467-4299

Region 6 -Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
Phone: 909 484-0167
Fax: 909 481-2945



S-5

September 12, 2007

California Department of Transportation
Attn: Leslie Manderscheid
3337 Michelson Drive Suite 380
Irvine, CA 92612
Phone: (949) 724-2122

**Comments on the Proposed Initial Study/Mitigated Negative Declaration for the
SR-91 Eastbound Lane Addition Project Between SR-241 and SR-71,
(SCH# 2007031004) Orange and Riverside Counties**

Ms. Manderscheid:

The Department of Fish and Game (Department) has reviewed the above-referenced Initial Study/Mitigated Negative Declaration (IS/MND) for the addition of an eastbound lane to State Route (SR)-91. The project includes the 6.9 mile segment between the north bound SR-241 and SR-91 connector. The project begins in Orange County, and terminates at the eastbound SR-91/SR-71 interchange, in Riverside County. The proposed project spans two Department Regions: Region 5, South Coast Region and Region 6, the Inland Deserts Region. The Department received the proposed IS/MND on August 3, 2007. California Department of Transportation (Caltrans) has granted an extension of comment period to September 13, 2007. The Department appreciates the extension of the comment period. The Department met with Caltrans and Orange County Transportation Authority (OCTA) on August 23, 2007, to discuss the above mentioned project regarding its temporary, permanent, and cumulative impacts relative to biological resources. The meeting was attended by Caltrans: Karen Drewe (District 12); Sylvia Vega (District 12); Scott Quinell (District 8); OCTA staff: Arshad Rashedi; Dipak Roy; Department: Matt Chirdon (Region 5); Erinn Wilson (Region 5), and Robin Maloney-Rames (Region 6).

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

The proposed project will include the addition of one eastbound lane to the SR-91 between the SR-241 and SR-71, widening of five bridges (Coal Canyon, County Line Culvert, West Prado Overhead, Rte 91-71 Separation, and the West Connector Undercrossing), installation of retaining walls and sound walls on the south side of the SR-91, modifications to six existing culverts, the relocation of an access road in Riverside County, and acquisition of right-of-way easements.

The addition of an eastbound lane to the SR-91 will be accommodated by expanding the existing roadway to the south. The objective of the project is to alleviate the current chokepoint at the SR-91/SR-241, improve lane weaving and ramp merge/diverge between SR-91/SR-241 and SR-91/SR-71 interchanges, minimize right-of-way acquisition, and conform to plans and policies at federal, state, and local levels.

The western part of the proposed project area is located in Orange County directly north and outside of the planning area for the Orange County Central Coastal Natural Communities Conservation Plan and Habitat Conservation Plan (NCCP/HCP). The eastern portion of the proposed project area in Riverside County is adjacent to the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) core planning areas of Santa Ana River and Prado Flood Control Basin. The proposed project would directly affect proposed constrained linkages at Coal Canyon, Fresno Canyon, and Wardlow Wash that connect wildlife movement between Cleveland Forest, Prado Flood Control Basin, and Chino Hills State Park.

The Department has evaluated the proposed project based on impacts indicated in the IS/MND, Environmental Assessment (EA), and the June 2007 Biological Assessment provided by Caltrans at the August 23, 2007 meeting with the understanding that revisions to the proposed impacts would be forthcoming.

Riverside County Segment

The project is located in the Temescal Canyon Area Plan and includes Constrained Linkages 1 and 2 (Fresno and Wardlow Canyons) and a portion of Existing Cores A (Prado Basin/Santa Ana River) and Core B (Cleveland National Forest). Conservation within Subunit 1 of the Area Plan focuses on the assembly of Proposed Constrained Linkages 1 and 2. The primary biological issue for Subunits 1 and 2 is to "Provide for and maintain connection(s) from Prado Basin and the Santa Ana River to Chino Hills State Park outside the plan area". Species of concern include but are not limited to: bobcat (*Felis rufus*), mountain lion (*Felis concolor*), coast range newt (*Taricha torosa torosa*), southwestern pond turtle (*Clemmys marmorata*), Santa Ana sucker (*Catostomus santaanae*), arroyo chub (*Gila orcutti*), southwestern willow flycatcher (*Empidonax traillii*), least Bell's vireo (*Vireo bellii pusillus*), and coastal California gnatcatcher (*Polioptila californica californica*).

Temporary and permanent project impacts to resources in Riverside County include: 0.05 acres of mulefat; 1.02 acres of cottonwood/willow/riparian; 0.40 acres of coast live oak, and 7.25 acres of coastal sage scrub.

Multiple Species Conservation Plan

Caltrans' obligations as a signatory to the Implementing Agreement of the MSHCP are found in Section 13.8 of the MSHCP Implementing Agreement. The MSHCP requires two additional levels of project review for which the Department is a participant.

2

1) The Resource Conservation Agency (RCA) of the MSHCP reviews projects with respect to the resource protection policies and other policies of the MSHCP. As a member of the RCA, the Department will have an opportunity to review the impact analysis and mitigation plan during the RCA review process.

2) The project applicants must also conform to Section 6.1.2 "Determination of Biologically Equivalent or Superior Preservation" (DBESP). This policy provides that if avoidance is not practical, a determination of biologically equivalent or superior preservation shall be made by the Permittee to ensure replacement of any lost functions and values of habitat. The Department will have an opportunity to review the DBESP.

Caltrans must also utilize guidelines for resource protection policies found in Section 6 of the MSHCP. These policies include: Section 6.1.2 "Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools; Section 6.1.3 "Protection of Narrow Endemic Plant Species; Section 6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface"; 6.3.2 "Additional Survey Needs and Procedures; and, Section 7.5.1 "Guidelines for the Siting and Design of Planned Roads within the Criteria Area and Public/Quasi-Public Lands." Section 7.5.1 also includes guidelines for wildlife movement design considerations within the Criteria Area.

Orange County Segment

The project is located in the Gypsum and Coal Canyon area of Orange County. Although the project is not within the Central/Coastal NCCP planning area the proposed project delineates the northern planning area boundary and includes a core wildlife dispersal corridor of Coal Canyon which links the Santa Ana Mountains to the Chino Hills-Puente Hills. Species of concern within this area include but are not limited to: bobcat, mountain lion, Santa Ana sucker, southwestern willow flycatcher, least Bell's vireo, and coastal California gnatcatcher. It is unclear from the IS/MND what impacts to sensitive species and habitats will occur in Orange County.

3

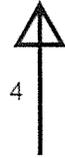
Measure M

The proposed project was included by OCTA in the *Early Action Plan (EAP)* for the renewed Measure M bond money that was approved by voters in 2006 for regional freeway transportation improvements. The renewed Measure M requires a minimum of two percent of the bond money be allocated to environmental mitigation. Prior to the implementation of Measure M projects, Measure M requires a Programmatic Mitigation Plan be approved by OCTA and the wildlife agencies which will assure that all impacts associated with Orange County regional transportation improvement projects be fully mitigated.

4



The Department understands from the August 23, 2007 meeting, that the proposed project will not be funded by Measure M, but by other state bond money; however, because it is a regional transportation improvement project and identified in the EAP, the IS/MND should discuss this project's relationship to Measure M.



Coal Canyon Wildlife Corridor

The proposed project acknowledges Coal Canyon as an important regional wildlife corridor because it connects the Santa Ana Mountains with Chino Hills-Puente Hills areas. The impacts of eastbound widening of the SR-91 are indicated in the IS/MND to have a less than significant impact on the function of the Coal Canyon Wildlife Corridor because the openness ratio of the under crossing would remain above the minimum, 0.75, set for large mammals. However, the Department remains concerned the extension of an already constrained wildlife corridor, construction impacts, and the incremental increases of noise and lighting could remain significant after all the mitigation measures are implemented.

5

Project-wide Comments

Wetland Impacts

The proposed project will require Notification for a Lake or Streambed Alteration Agreement (Agreement) to the Department under Section 1600 et seq. of the Fish and Game Code.

Total permanent and temporary impacts and mitigation for wetlands impacts are not clearly identified in the IS/MND. Table 2.32 and Table 3.34 are unclear and appear to conflict with each other. BIO-11 (Section 2.14.4, Page 203) of the IS/MND indicates compensatory mitigation ratios from 3:1 for permanent impacts and 2:1 for temporary impacts and BIO-12 indicates the Habitat Mitigation and Monitoring Plan will include a minimum criteria of 1:1. However, Section 2.17.3.1 (Page 11) identifies mitigation for permanent impact at a 5:1 ratio and 3:1 for temporary impacts.

6

The Department recommends a conceptual mitigation ratio of 3:1 for impacts to jurisdictional resources. Because this project will impact two wildlife corridors, it is expected that the mitigation ratio for direct impacts will increase to higher than a 3:1 ratio. It is anticipated that impacts to jurisdictional streambed in Orange County would be covered by an Agreement issued by Region 6.

7

Mitigation Measures for Biological Resources

The impact analysis provided in the IS/MND is unclear as to where the project will cause impacts to natural communities of special concern and what types of species and natural communities will be impacted. During the August 23, 2007, meeting with Caltrans and OCTA, acreages of impacts for the project were discussed, and it is anticipated that revised acreages of permanent and temporary impacts will be calculated and updated for the project.

8

The IS/MND indicates that compensatory mitigation will take place for the permanent impacts on coast live oak trees, CSS, and riparian vegetation communities.

9



IS/MND for SR-91 Eastbound Lane Addition between SR-241 and SR-71
9/12/07
Page 5 of 5

Compensatory mitigation would be carried out within the Caltrans right-of-way, conservation areas, and/or suitable land through acquisitions. Mitigation areas targeted should be planned for preservation in perpetuity and outside of any reasonably anticipated future project areas. To insure compliance under CEQA the IS/MND should identify locations for compensatory mitigation.

Cumulatively Impacts

Past, present, and reasonably foreseeable future actions combined with the potential impacts of the proposed project can cause cumulatively significant impacts after mitigation measures are implemented. The Cumulative Impacts Analysis in the IS/MND does not include present and foreseeable future projects. Several projects currently in the planning process which should be included in the analysis based on proximity and implementation timeline to the proposed SR-91 eastbound widening include: the Orange County Sanitation District's Santa Ana River Interceptor (SARI) Protection and Realignment project; the Army Corps of Engineers' Reach 9 Flood Protection project; the County of Orange's proposed relocation of the Santa Ana River Trail north of SR-91; and the future expansion of the westbound SR-91.

The Department appreciates the opportunity to comment on this IS/MND. If you have any questions regarding this letter and further coordination on these issues please contact Robin Maloney-Rames at (909) 680-3818 (Riverside County, Region 6) and Erinn Wilson at (562) 342-7155 (Orange County Region 5).

Kevin J. Hunting
for

Kevin Hunting
Regional Manager
California Department of Fish and Game
Region 5

Sincerely,

Curt Taucher

Curt Taucher
Regional Manager
California Department of Fish and Game
Region 6

cc:

- Mr. Scott Dawson, Ontario
- Mr. Robin Maloney-Rames, Ontario
- Mr. Jeff Brandt, Ontario
- Ms. Terri Dickerson, Laguna Niguel
- Mr. Matt Childon, Huntington Beach
- Ms. Erinn Wilson, Los Alamitos
- Mr. Naeem Siddiqui, Los Alamitos
- HCP-Chron
Department of Fish and Game

Mr. Jonathan Snyder, U.S. Fish and Wildlife Service
State Clearinghouse, Sacramento



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STATE OF CALIFORNIA, DEPARTMENT OF FISH AND GAME

S-5-1

Although some species are a “concern” with regards to the wildlife corridors, many of these species are not “Species of Special Concern” as designated by the CDFG (e.g., bobcat [*Felis rufus*]) and are not addressed in the sensitive species section of the Draft IS/EA and FED (Section 2.19, page 228). However, impacts to these species are evaluated indirectly in the wildlife corridors section (Section 2.16, page 209). Impacts to sensitive species and habitats are shown on the Vegetation Impacts figures in Appendix F of the Natural Environment Study (NES).

S-5-2

The project proponents will comply with the requirements of the Multi-species Habitat Conservation Plan (MSHCP).

S-5-3

Refer to Table 2.32 in the Draft IS/EA and FED (page 204) regarding the location of impacts.

S-5-4

Refer to Response to Comment F-2-2 and Appendix N regarding this issue.

S-5-5

Although there may be some construction impacts and incremental increases of noise and lighting, the function of the wildlife corridor by itself would not be adversely impacted by the proposed project. Since a minimum openness ratio of 0.75 (0.9 preferred)¹ is far exceeded by an estimated reduction to 2.25, adverse impacts to large mammal crossings are not expected. Since the extension of the Coal Canyon undercrossing required as part of the project would not affect other wildlife corridor limitations such as minimum height and accessibility, no adverse impacts would occur. Impacts to smaller animals at Coal Canyon would not be adverse because the project does not involve extension of the Coal Canyon culvert (refer to Table 2.32 and Figure 2-12 of the FED, pages 204 and 189). Refer to the discussion in Section 2.16 of the Draft IS/EA and FED (page 209).

¹ Cavallaro, L.; K. Sanden; J. Schellhase; and M. Tanaks. 2005. Designing Road Crossings for Safe Wildlife Passage: Ventura County Guidelines. M.S. Group Project, University of California, Santa Barbara.

S-5-6

It is assumed that the comment is referring to Table 2.34 (page 211 of the Draft IS/EA) and not 3.34. Table 2.32 (page 220 of the Draft IS/EA) summarizes the project impacts to natural plant communities. Table 2.34 summarizes the project impacts to jurisdictional waters. All of the riparian natural communities listed in Table 2.32 may not be subject to CDFG jurisdiction. Table 2.32 shows a total of 0.21 hectare of impacts to riparian communities (mulefat scrub, cottonwood-willow riparian scrub, and sycamore riparian woodland), which is consistent with the 0.21 hectare of impacts to CDFG riparian, as shown in Table 2.34. Table 2.32 shows 0.42 hectare of temporary impacts to riparian communities, and Table 2.34 shows 0.35 hectare of temporary impacts to CDFG riparian communities. These numbers are different, because 0.07 hectare of the riparian community may not be subject to CDFG jurisdiction. Please note that impact areas have been revised in the FED as discussed below.

As required by the USACE for submittal of a Section 404 Clean Water Act permit application, a new Jurisdictional Delineation was prepared in October 2007 based on the USACE guidance issued in December 2006 and June 2007. The revised impacts to USACE and CDFG jurisdictional waters are provided in the Supplementary NES (November 2007) and in the table below (Table 2.35, page 221 of the FED).

Project Segment	Orange County (acres)	Riverside County (acres)	Total (acres)
USACE Waters of U.S. (Permanent)	0.100	0.198	0.298
USACE Waters of U.S. (Temporary)	0.083	0.085	0.168
USACE Waters of U.S. Total	0.183	0.283	0.466
USACE Wetland (Permanent)	0.051	0.002	0.053
USACE Wetland (Temporary)	0.002	0.008	0.010
USACE Wetland Total	0.053	0.010	0.063
USACE Total	0.236	0.293	0.529
CDFG (Permanent)	0.363	0.292	0.655
CDFG (Temporary)	0.131	0.343	0.474
Total CDFG	0.494	0.635	1.129
MSHCP Riparian/Riverine Habitat (Permanent)	N/A	0.139	0.139
MSHCP Riparian/Riverine Habitat (Temporary)	N/A	0.302	0.302
MSHCP Riparian/Riverine Habitat Total	N/A	0.441	0.441

As part of the Formal Section 7 Consultation process, USFWS requested a differentiation of impact areas within Wardlow Wash and outside of Wardlow Wash. The following table provides information related to this issue.

Area of Impact	Permanent Impacts (acres)
Wardlow Wash	
USACE	
Wetland	none
Non-wetland	0.017
CDFG	
Streambed	0.017
Riparian Vegetation	0.027
MSHCP	0.044
Outside Wardlow Wash	
USACE	
Wetland	0.053
Non-wetland	0.281
CDFG	
Streambed	0.253
Riparian Vegetation	0.353
MSHCP	0.095

Final habitat restoration and/or enhancement will be ultimately determined by the resource agencies via permit processes. BIO-11 (Page 213) specifies a minimum of 3:1 for permanent impacts and 2:1 for temporary impacts to coastal sage scrub (CSS). BIO-16 (page 222) is a general measure that covers the requirements of a Habitat Mitigation Monitoring Plan. It merely states that impacted riparian will be restored and/or enhanced at a minimum 1:1 ratio. BIO-14 and BIO-15 (page 222) of the FED have been revised to specify a mitigation ratio of 5:1 for permanent impacts to Fresno Canyon/Wardlow Wash and federal wetlands, and a 3:1 mitigation ratio for permanent impacts to jurisdictional areas outside of Fresno Canyon/Wardlow Wash. As discussed in the NES (Page 2-12), it was proposed and tentatively agreed that temporary impacts to jurisdictional areas be mitigated at 1:1. Since the mitigation ratios in BIO-11, BIO-14, and BIO-15 are greater than 1:1 in BIO-16, that requirement is satisfied.

S-5-7

BIO-14 and BIO-15 of the FED indicate a mitigation ratio of 5:1 for permanent impacts to Fresno Canyon/Wardlow Wash, one of the two wildlife corridors, and a 3:1 mitigation ratio for permanent impacts to jurisdictional areas outside of Fresno Canyon/Wardlow Wash. Refer to Response to Comment S-5-6. Measure BIO-15 indicates that a Streambed Alteration Agreement will be obtained.

S-5-8

The Vegetation Impacts figures in Appendix F of the NES identify the vegetation communities in the Biological Study Area (BSA) as well as the locations of

temporary and permanent impacts. Refer to Response to Comment S-5-6 regarding revised impacts to USACE and CDFG jurisdiction. As requested by CDFG during the August 23, 2007, meeting, a table specifically addressing impacts to State and federally endangered species and habitat is provided below. This table is included in Appendix L.

Habitat Type	Temporary Impacts (acres)			Permanent Impacts (acres)			Total Impacts (acres)
	OC	Riverside	Total Temporary Impacts	OC	Riverside	Total Permanent Impacts	
Potential Occupied LBV Habitat	0.00	0.20	0.20	0.00	0.03	0.03	0.23
Other Potential LBV Habitat	0.00	0.09	0.09	0.00	0.07	0.07	0.16
Total Potential LBV Habitat	0.00	0.29	0.29	0.00	0.10	0.10	0.39
CAGN Critical Habitat	0.40	1.07	1.47	0.10	2.83	2.93	4.40
Other CSS (non Critical Habitat)	0.10	0.64	0.74	0.05	2.71	2.76	3.50
Total CSS	0.50	1.71	2.21	0.15	5.54	5.69	7.90

LBV = least Bell's vireo
 CAGN = California gnatcatcher
 CSS = coastal sage scrub

S-5-9

Mitigation Measure BIO-10 (page 213) has been revised to indicate that coast live oak trees will be planted within the Chino Hills State Park.

Impacts to CSS vegetation within the Riverside County portion of the project are considered a covered activity by the MSHCP and will be addressed through Section 13.8 of the MSHCP Implementation Agreement. Impacts to CSS vegetation within the Orange County portion of the project will be mitigated through the restoration and/or enhancement of vegetation within Chino Hills State Park. These areas are being coordinated with the State Department of Parks and Recreation. Measure BIO-11 (page 213) has been revised in the FED to include mitigation within Chino Hills State Park.

Compensatory mitigation for impacts to riparian vegetation within the Riverside and Orange County portions of the project will be secured through the purchase of restoration credits from the established Santa Ana Watershed Association (SAWA) in-lieu fee program. Options for wetland mitigation are limited, but would include

off-site mitigation acquisition, and/or contribution toward an existing wetland restoration program acceptable to the regulatory agencies.

S-5-10

The cumulative project list for biological impacts was limited to planned and reasonably foreseeable transportation projects on SR-91 and development projects on the south side of SR-91, where this project's natural resources impacts would occur. The future expansion of westbound SR-91 was included as a cumulative project.

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DEPARTMENT OF PARKS AND RECREATION

Ruth Coleman, Director

Inland Empire District
17801 Lake Perris Drive
Perris, CA 92571
(951) 443-2423
<http://www.parks.ca.gov>

S-6

September 14, 2007

Karen M. Taylor
Orange County Transportation Authority
PO Box 14184
Orange, CA 92863-1584

**Re: State Route 91 Eastbound Lane Addition between SR-241 and SR-71,
SCH 2007081004**

Dear Ms. Taylor:

We appreciate the opportunity to comment on the above-mentioned project. It is recognized that Caltrans developed the proposed project taking into account the importance of the Coal Canyon Biological Corridor. Efforts to minimize impacts to the area include daytime work in the Coal Canyon area, reduced operations by using existing infrastructure for bridge widening, directing lights away from wildlife areas, and the significance of the visual quality of the Santa Ana River Canyon.

We recognize that coordination is underway regarding a Temporary Construction Easement for access through Chino Hills State Park to a culvert within Caltrans right-of-way approximately 2,100 feet (0.4 mile) east of Coal Canyon Road. As part of this process, a site visit may be necessary.

Again, thank you for the opportunity to comment. If you have any questions, please contact Enrique Arroyo at (951) 940-5664.

Sincerely,

Gary Watts
District Superintendent

cc: Rick Rayburn, State Parks
John Rowe, State Parks
State Clearinghouse

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STATE DEPARTMENT OF PARKS AND RECREATION

S-6-1

A site visit will be conducted during final design to coordinate Temporary Construction Easements (TCEs) with the State Department of Parks and Recreation.

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Lisa Williams

From: Marie Newland [MNewland@anaheim.net]
Sent: Thursday, September 13, 2007 3:54 PM
To: SR91EastboundLaneAddition@octa.net
Subject: Enclosed comments on SR-91 Eastbound Lane Addition Project Between SR-241 & SR-71

Hello Karen,
I'm attached the City of Anaheim comments on the SR-91 Improvements' environmental documents.

Please let me know if you have any questions regarding our comments.

Thank you,

Marie Newland, AICP, Planner
City of Anaheim
Planning Department, Room No. 162
200 S. Anaheim Boulevard
Anaheim, CA 92805
FAX (714) 765-5280

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



City of Anaheim
PLANNING DEPARTMENT

September 13, 2007

Karen Taylor, Senior Community Relations Specialist
Orange County Transportation Authority
P.O. Box 14184
Orange, CA 92863-1584

**Re: Notice of Intent to Adopt a Mitigated Negative
Declaration/Environmental Assessment for Proposed Improvements
to Riverside Freeway (SR-91) between the Eastern Toll Road (SR-241)
and the Corona Expressway (SR-91)**

Dear Ms. Taylor:

Thank you for the opportunity to review and comment on the above-referenced environmental document.

City of Anaheim staff supports the project's purpose to reduce traffic congestion and increase safety along this segment of the SR-91 freeway and offer the following comments on the submitted environmental documents:

PUBLIC WORKS DEPARTMENT

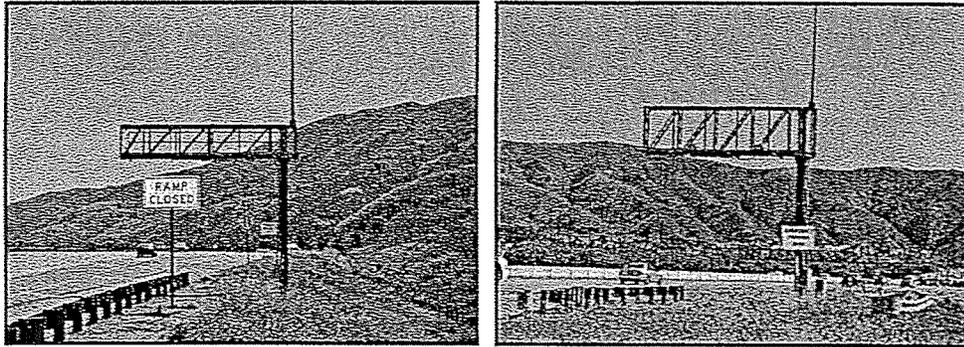
The document indicates (Summary - Page xii and Chapter 1, Page 30) that the landscape plan will be included in the project's final design and that replacement planting would be appropriate to the area and enhance the existing indigenous species and plant communities.

City staff recommends that Mitigation No. V-4 of the mitigation monitoring plan include the City of Anaheim as a Responsible Party so that the City may have the opportunity to review and comment on landscape plans within the City's boundaries. The natural visual character of the Santa Ana Canyon, as viewed from SR-91, is of tremendous value to the community and staff would like to ensure that the landscaping installed fully complements the area's natural beauty.

Additionally, it is requested that the abandoned highway directional signs located at the SR-241 and the Coal Canyon Road junctures of the SR-91 (seen in the photos below) be removed as a part of this project.

206 South Anaheim Boulevard
P.O. Box 3222
Anaheim, California 92803

TEL (714) 765-5139

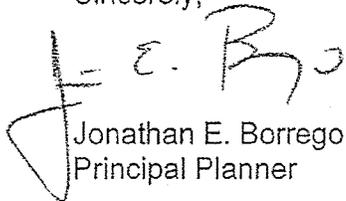


– Former Coal Canyon Road exit signs located at Coal Canyon/SR-91 (above left) and SR-241/SR-91 interchange (above right).

If you have any questions regarding the above comments, please contact John Lower, Traffic/Transportation Manager at (714) 765-5183, Extension 5480.

We would again like to thank you for the opportunity to comment on the mitigated negative declaration. Please forward any further environmental documentation relative to this project to the attention of Marie Newland, Planner, at the address indicated on the bottom of this letter's first page.

Sincerely,


Jonathan E. Borrego
Principal Planner

C: Natalie Meeks, Director of Public Works
John Lower, Traffic Engineering
David Kennedy, Traffic Engineering
Jamie Lai, Principal Civil Engineer

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CITY OF ANAHEIM PLANNING DEPARTMENT

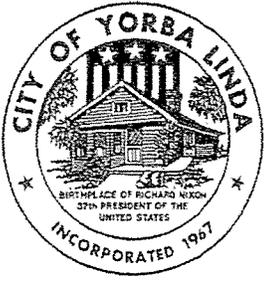
L-1-1

Caltrans acknowledges that cities with boundaries bordering Caltrans right-of-way along SR-91 are stakeholders for this project. Caltrans is committed to context-sensitive design solutions. Context-Sensitive Design Solutions include landscaping along Caltrans right-of-way. Caltrans District 8 has a 215/91 Corridor Master Plan (September 5, 2006). Caltrans District 12 is currently developing an SR-91 Master Landscape Plan in concert with the City of Anaheim and its consultant. Cities with boundaries along the SR-91 right-of-way within District 12 are invited to participate in the preparation and development of this Master Landscape Plan. Master Landscape Plans are regularly and routinely updated. Cities interested in participating should contact the Landscape Architecture unit in the corresponding Caltrans District for more information about this collaborative coordination effort. It is Caltrans policy to work with the local agencies to develop project landscape plans and to provide them with the opportunity to comment on the plans. A postcard will be sent to the requested contact announcing the completion of the FED and noting viewing locations.

L-1-2

Abandoned signs, if determined obsolete, will be removed as part of this project. Determination as to whether these signs are necessary for freeway operation will be determined during the final design phase of the project.

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COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF YORBA LINDA

4845 Casa Loma Avenue

Yorba Linda, CA 92886

L-2

August 31, 2007

Karen M. Taylor
Senior Community Relations Specialist
P.O. Box 14184
Orange, CA 92863-1584
OCTA

e-mail: SR91EastboundLaneAddiiton@octa.net

Re: Response to the Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration for the Proposed Improvements to the Riverside Freeway (SR 91) for the Eastbound Lane Addition

Dear Ms. Taylor:

The City is in receipt of the above-referenced Notice of Intent for the public review of Initial Study/Mitigated Negative Declaration prepared for the proposed Eastbound Lane Addition project as part of the proposed improvements to the Riverside Freeway (SR 91).

In reviewing the proposed IS/MND (attached in CD-ROM format to the NOI), the City of Yorba Linda has determined that there is no Responsible Agency applicability for the City pertaining to this project, nor will there be any significant negative impact to the City as a consequence of this project. Therefore, the City of Yorba Linda has no comments relative to this project.

Sincerely,

Bruce M. Cook
Principal Planner

cc: Tamara Letourneau
Kurt Christiansen

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City of
Chino Hills

L-3

August 29, 2007

Karen Taylor
Senior Community Relations Specialist
Orange County Transportation Authority
P.O. Box 14184
Orange, CA 92863-1584

Subject: Proposed Improvements to the Riverside Freeway (SR-91) between the Eastern Toll Road (SR-241) in eastern Orange County and the Corona Expressway (SR-71)

Dear Ms. Taylor:

Thank you for forwarding the Notice of Intent to Adopt a Mitigated Negative Declaration and the environmental document for the above-mentioned project. We understand the purpose of this project is to widen the eastbound SR-91 Freeway from SR-241 to SR-71 to add an additional general-purpose lane in each direction to reduce congestion.

The City of Chino Hills Community Development and Engineering departments have had an opportunity to review the documents. We are in support of the project; however, the environmental document indicates that the connector to the northbound SR-71 will need to be closed at nighttime and on weekends in order to construct the project (see pages 17 and 59 of the Initial Study/Negative Declaration/Environmental Assessment). We have concerns regarding the closure of the connector as it will impact the Chino Hills residents who use this road at nighttime to commute to and from work.

Please address OCTA's plan for providing an advance notice to Chino Hills residents regarding the road closure. We suggest that OCTA work with the City of Chino Hills Community Relations Manager Valerie McClung regarding the notification of the road closure. Ms. McClung can be reached at (909) 364-2618 or via e-mail at vmclung@chinohills.org. Additionally, please provide a copy of the Traffic Management Plan once it is available.

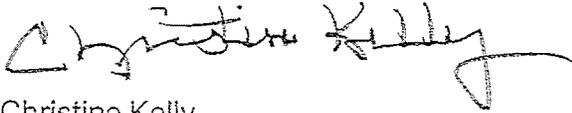
1

2

Karen Taylor
SR 91 Improvement between SR-241 and SR-71
Page 2 of 2
August 29, 2007

Again, thank you for the opportunity to comment. If you have any questions, please call me at (909) 364-2740.

Sincerely,

A handwritten signature in black ink that reads "Christine Kelly". The signature is written in a cursive style with a long, sweeping underline.

Christine Kelly
Community Development Director

cc: Douglas N. La Belle, City Manager
Kathleen Gotch, Assistant City Manager
Ray Holland, City Engineer
Steve Nix, Assistant City Engineer
Valerie McClung, Community Relations Manager
Winston Ward, Assistant Community Development Director – Building Services
Zai Abu Bakar, Assistant Community Development Director – Development Services

CITY OF CHINO HILLS

L-3-1

When the east-to-north SR-91/SR-71 loop ramp is closed during nighttime and weekends, travelers normally transitioning to northbound SR-71 would have to proceed beyond the interchange, exit at Serfas Club Drive, turn left, and take SR-91 west to the SR-71 northbound connector. Therefore, there would be a delay for traffic normally using the east-to-north SR-91/SR-71 loop ramp during construction in this area.

As discussed in Section 2.6.4 (page 91), a Traffic Management Plan (TMP) will be prepared to identify any additional alternative routes that may be used to accommodate traffic diversion resulting from the closures during construction of the proposed project (Measure T-1 of the Draft IS/EA and FED, page 91). Caltrans prepares TMPs in accordance with Deputy Directive 60 (DD-60) to minimize motorists' delays when constructing projects or performing other activities on the State highway and freeway systems. This is accomplished without compromising public or worker safety or the quality of the work being performed. TMP implementation results in minimized traffic delays and reduced accidents. Each Caltrans District employs a District Traffic Manager (DTM) who oversees project-specific TMPs. DTMs utilize traffic management strategies, including demand management and incident management to assure expeditious and expedient alternate routing for emergency responders and their vehicles. As discussed in Measure T-1, the elements of the TMP will also include: off peak-hour closures, enhanced California Highway Patrol enforcement, a Public Awareness Campaign, tow truck service, coordination with adjacent projects, a contingency plan, and a subsidized or free vanpool service for commuters. The development of the TMP will be coordinated among all the local jurisdictions, including the City of Chino Hills.

L-3-2

Advanced notification of road closures will be addressed in the TMP during final design. The City of Chino Hills contact identified in the letter will be added to the contact list for the design phase and to the contact list for the public awareness campaign during construction as indicated in the ECR in Appendix D of the FED (page D-33).

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OFFICE OF: PUBLIC WORKS DEPARTMENT

400 SOUTH VICENTIA AVENUE, P.O. BOX 940, CORONA, CALIFORNIA 92878-0940

(951) 736-2446
(951) 279-3627 (FAX)
Amadq@ci.corona.ca.us

CORONA CITY HALL - ONLINE, ALL THE TIME (<http://www.discovercorona.com>)

L-4

August 29, 2007

Orange County Transportation Authority
P.O. Box 14184
Orange, CA 92863-1584

Attention: Karen Taylor

RE: Initial Study/Environmental Assessment for SR-91 Eastbound Lane Addition Project

Dear Ms. Taylor:

The City of Corona would like to thank you for the opportunity to comment on the Initial Study/Environmental Assessment for the SR-91 Eastbound Lane Addition Project between SR-241 and SR-71. We are very supportive of this project and the impacts it will have on the congestion along SR-91. We also commit that we will assist in every way possible to expedite this project to completion.

The following comments are based on our review of the Initial Study/Environments Assessment dated August 2007.

- Page 98 indicates that "Traffic control plans and related specification, to be completed during the PS&E stage of the project, will be developed in accordance with...." We would like the opportunity to review and assist in any way possible with these plans prior to the plan approval. 1
- Page 190 refers to needed sound walls SW-7, SW-8 and SW-9 as mitigation measures for the project and further refers to page 121, Section 2.7.4 concerning the visual impacts of the sound walls specifically "The sound walls to be constructed adjacent to residential uses will be designed to use a clear product (such as tempered glass of Lucite) for as much of the wall height as possible...." We would like the opportunity to work with appropriate staff during the design of said walls to ensure that they comply with current City planning and design standards. 2
- We request notification for any lane closures along the project that could effect circulation on city streets. 3
- We would like to encourage you to incorporate the use of Corona's reclaimed water, to the extent possible, for project landscaping. 4
- The SR-91 project should incorporate aesthetic elements from the 91 Freeway Master Plan of landscape. 5

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ARNOLD GREGG

P-4-1

The demographics show that the Cities of Anaheim, Corona, and Yorba Linda will all have an increase in population by 2030. Orange County residents, as well as Riverside County residents, will benefit from the improvements of the proposed project. Please refer to Chapter 2, Section 2.2.2, Affected Environment (page 62), and Chapter 1, Proposed Project, Section 1.2.1, Project Purpose, of the Draft IS/EA and FED (page 9).

P-4-2

The vehicular noise impacts within the study area include an increase of 1 A-weighted decibel (dBA) from the existing noise levels for 12 of the 35 receptor locations monitored in the noise study. Thirteen receptor locations will have noise levels that will approach or exceed the Noise Abatement Criteria (NAC). These 13 locations will require the construction of sound walls if they are found to be reasonable and feasible during final design.

The air quality study states that although the traffic volumes would be expected to increase between 3.3 to 3.5 percent on eastbound SR-91 by 2030 with the proposed project improvements of: (1) decreased congestion; (2) a decrease in stop-and-go conditions; and, (3) faster travel speeds through the project area, these factors would result in a decrease of air pollutants emitted by the motor vehicles on the project segment, as compared to the No Build Alternative. Also, relieving congestion by improving the operation of the freeway and the travel times will lead to an overall reduction of greenhouse gas (GHG) emissions.

Please refer to Chapter 2, Sections 2.15, Noise, Table 2.27 – *Predicted Traffic Noise Impacts* (page 178), 2.14, Air Quality (page 164), and 2.6, Traffic and Transportation (page 88), of the Draft IS/EA and FED.

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Karen Taylor

From: Jerry Collamer [jcollamer@cox.net]
Sent: Thursday, August 16, 2007 4:23 PM
To: SR-91 Eastbound Lane Addition
Subject: the price of highway robbery, keeps going up

Wild Heritage Planners
participates in SACMIS SWIG

Public Comment - 91-lane addition

Public Comment to OCTA, Caltrans, RCTC,
regarding your 8-16-07 Green River Rd golf course

Public Hearing on adding 1-lane east to the 91
quasi-freeway, from the 241 toll road - east to
the Corona Expressway -

Jerry Collamer

231 La Paloma
San Clemente
Ca - 92672
949-366-9876



the price of highway robbery, keeps going up

As Caltrans, OCTA and RCTC discuss (8-16-07)
adding 1-new \$80-million 7-mile eastbound
lane from the 241-toll road to the Corona
Expressway - here's a better, cheaper (Free)

8/27/2007

suggestion to help move traffic east thru the
91's \$10-toll-for-10-mile toll lane corridor -

Free The Toll Lanes!!!

Remove the restrictive yellow pylons
separating US from our bought-and-paid-for toll-lanes
that keep US stopped-dead,
over in the 91's FREE-lanes.

Result - ALL Traffic Will Flow at Rush Hour.

If not at the desired 85-95-105 mph - how's
55-mph grab all you traffic experts squeezing
97% of US commuters for evermore-money
while you obstruct our path of least resistance
by paving our highways with new lanes you
instantly price us off of - to the extreme-gouging
benefit of The Willing (taking it up the shorts) few?

As the rest of US sit in traffic and watch -
a short time later to meet up again with the
'Well-Gouged' 10-miles down your toll lane
convergence of 91's-highway robbery aka
baffling Catch-22 traffic boondoggery.

(this is not brain surgery)

8/27/2007

Take the \$80-million SAVED - and lay RAIL.

Lay it as fast you possibly can people.

Even Caltrans knows - we'll never pave our
way out of RC's swelling people congestion.

But we CAN move'em back and forth to work
efficiently.

Rail's gotta be laid there someday - do it NOW.

Read my lips: From RC to OC, IT'S

"C - o - m - m - u - t - e - r R - a - i - l"

1

Do the math road blockers,

125-commuters in 1-rail car, versus 1-commuter

Times X 125 idling, guzzling motor vehicles.

10-commuter railcars eliminate 1,250-autos.

50-railcars eliminate 6,0500-autos.

Keep going.

Every other traffic-computer model is Highway

Robbery with OUR money, OUR lanes

and our precious time.

Save \$80-Million Now

Free the 91-toll lanes Now

8/27/2007

Let 91-traffic flow Now

Lay Rail Now

GO!

(needed to be done 25-years ago)

Thank you.

Jerry Collamer

SC resident and 91-stalled

JERRY COLLAMER

P-5-1

A commuter rail system is not part of the proposed project.

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Lisa Williams

From: Darius Ahrar [dbahrar@gmail.com]
Sent: Tuesday, September 04, 2007 5:39 PM
To: SR57NorthboundWidening@octa.net; SR91EastboundLaneAddition@octa.net
Subject: highway expansion

Please build it!!!!

Darius Ahrar

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Lisa Williams

P-7

From: Brittney Bond [brittney@primuspayment.com]
Sent: Tuesday, September 04, 2007 4:11 PM
To: SR91EastboundLaneAddition@octa.net
Subject: Yes

I vote YES to the widening.

Brittney Bond
Primus Payment Solutions, Inc.
9841 Irvine Center Drive, Suite 130
Irvine, CA 92618
949.748.7360

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Karen Taylor

From: tom tietz [tom.tietz@cncement.org]
Sent: Tuesday, August 21, 2007 5:26 PM
To: SR-91 Eastbound Lane Addition
Subject: Improvements to the 91 Freeway

OCTA,

I am highly in favor of the SR 91 lane additions to be proposed at today's meeting at the Green River Golf Club. In addition to these improvements, I would urge OCTA and Caltrans to build with long life concrete pavement to avoid future reconstruction and delays.

1 |

Thank you,

Tom Tietz
24657 Via Melinda
Yorba Linda, CA 92887
home: 714.692.9375

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TOM TIETZ

P-8-1

The choice of pavement has not been determined yet and will take place during preparation of contract plans for the facility. Caltrans Materials and Research Branch has provided Design with two alternatives, one for a Portland cement concrete (PCC) section and one for asphalt concrete (AC). Both assume the same specified lifetime for the pavement section, based on an adjusted number of single-axle loadings over the pavement lifetime. While the choice has not yet been made between the two alternatives, the choice will be made considering a lifetime cost analysis, which includes present cost, as well as future maintenance costs. This decision will also consider consistency and compatibility with existing pavement, soil conditions, and projected traffic volumes, including truck percentages.

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P-9

Karen Taylor

From: RTawasha@aol.com
Sent: Wednesday, August 08, 2007 11:48 PM
To: SR-91 Eastbound Lane Addition
Subject: 91 Eastbound Lane Addition

GREAT NEWS!!! The 91E Freeways has been a nightmare to drive for too long to ALL commuters from Orange County into Riverside County, and it's very encouraging to know that an additional lane will be paved on the 91 E from the 241 Toll Road to the 71 Corona Expressway.

In addition... I would suggest that connecting Foothill Pky in South Corona to either Green River or the 241 Toll Road. This would be HUGE. South Corona is the next Orange County, so we need to make it accessible to commuters looking to commute from South Corona into Orange County.

I appreciate all your consideration to my requests.

Sincerely,

-Rod Tawasha
rtawasha@aol.com

Get a sneak peek of the all-new AOL.com.

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ROD TAWASHA

P-9-1

The suggested improvement is not within the scope of this proposed project.

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P-10

Karen Taylor

From: STEVE PETERS [catdocsteve@msn.com]
Sent: Friday, August 03, 2007 8:56 AM
To: SR-91 Eastbound Lane Addition
Subject: 91 lane addition

INSTEAD OF ALL THIS DOG AND PONY SHOW.....
WHY DON'T THEY JUST GET R DONE.....
WE SPEND HALF OUR LIFE ON THESE CHOKED UP FREEWAYS....
WHILE YOU PEOPLE SCREW AROUND FOR YEARS TRYING TO FIGURE OUT "TO BE, OR NOT TO BE"
AND BY THE TIME YOU GET AROUND TO "ADDING A LANE", IT IS TEN YEAR OVERDUE AND WE NOW NEED
THREE MORE LANES.
I BET YOU GETS A LOT OF BITCHING LIKE THIS.....
AND NOW MY BIGGEST BITCH!!!!!!!!!!
WHY IS IT WHEN THE STATE WANTS TO TAKE SOME LAND ANYWHERE TO WIDEN OR ANYTHING ELSE FOR
THAT MATTER IT GETS DONE NO MATTER WHO, WHAT, WHY, OR WHATEVER IT AFFECTS. **WHAT IN GODS
NAME IS THE DEAL WITH THE 710 NOT SO FREEWAY.....WHY DON'T THEY QUIT SCREWING
AROUND AND PUSH IT THROUGH THE WAY IT WAS INTENDED. THIS IS JUST A BIG SLAP IN THE
FACE TO THE TAXPAYER. ALL THOSE TRUCKS COULD BE ROUTED RIGHT AROUND THE CITY.....OK
I'M DONE NOW.**

8/27/2007

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Public Meeting
Proposed Improvements to the
Riverside SR-91 Freeway

Tuesday, August 21, 2007

4:00 P.M. to 7:30 P.M.

Reported by: Elizabeth Eggli
CSR NO. 6241

EGGLI COURT REPORTERS
AND VIDEOGRAPHERS
P.O. Box 4612
San Clemente, CALIFORNIA 92674
(949) 489-0666

Public Comments

Name	Address	Page
Robert S. Zemel	7330 East Stone Creek Lane Anaheim, 92808 (residence)	3
	5165 Green River Road Corona, 92880 (impacted property)	

Tuesday, August 21, 2007 - Corona, California

-0-

Robert S. Zemel

Home address, 7330 East Stone Creek Lane, Anaheim
92808. My property in question that's impacted is 5165
Green River Road, Corona 92880. It's a business residence
known as Starranch.

I am managing partner of the L.L.C. Starranch
management.

I will be making a few comments, but I need to
reserve an opportunity for my attorney, our general
counsel, Jeff Farano. I want to afford him the
opportunity to add to these comments at a later date.

The first comment that I want to make is based
on we were not notified of this meeting. Two Caltrans
employees showed up about an hour before the meeting
started, to mention it to me in case I was unaware. I
have not been able to see how I appear on the list. I've
been told that the mailings went out owner/occupant to
the address where we are in construction site right now.
We have an office there. Owner/occupant mail generally
is tossed in the trash. I don't know if we're on the
list, if we ever received one or not. There is a
particular concern with regard to the mail. This process
is well under way so much so that the E.I.R. apparently

1

2



has been made available as of August 1st and expires August 30th of this year. Not only are we as a impacted neighbor not notified or aware of today's meeting but the process itself could be this far along.

Not only are we unaware of the meeting, but we were unaware that the E.I.R. process was this far along.

Now we have 9 days to review and put comment before the closure of the 30-day period.

Second issue for us is the widening of the lane. The widening of the 91 or the addition of that lane impacts the turn into our property from the tunnel which goes underneath the freeway now. Currently there is a radius and I have to call it "X" for now; that radius has been impacted already through drainage issues whereby dirt came down the hill, filled the tunnel and surrounding area. At our expense, that dirt was removed from the tunnel and most of the road. However, there is still dirt to be removed and therefore turning radius is definitely affected. Additionally we have plans to excavate into the mountain and create more turning radius if we are so entitled to do so. This means that on two points Caltrans misses the existing accuracy of a turning radius. The stated intention today of the Caltrans engineers is to be sure that I am not affected, in other words, they say that I will get back exactly what I have.



Again, the concern here is that they are unaware of what I really do have a right to have, first in removal of the excess dirt, second in any qualified potential plan currently we have.

Not maximizing our opportunity for a turning radius severely impacts and limits the use of my property and an additional lane will financially create a hardship to myself and reduce the value and usage of the land.

I also wish to point out that the engineers communicated to me today that a plan is in existence, which upon being pressed have reduced the comment to a proposed plan. Purposes of a scoping meeting to my knowledge is to create a plan based on public input. Referencing an existing plan either as a document of reference flies in the face of due government process, wherein status is given to that preliminary plan as if changes would have to be made.

A further concern of another nature is a current issue as well as a future one, and that is oncoming traffic at night from my private road along the freeway poses an immediate danger. Headlights meet headlights of oncoming traffic. We have had one accident already and many close calls whereby a driver on our side was blinded by freeway traffic and hit one of several trees close to the road. The road juts in and out and



thereby creating points of danger blind to the driver.

The immediate need is to have Caltrans screen the fence. I am not sure if the future need under the design proposed today has taken into consideration this danger. Further noise impacts are of concern in the same area as there appears to be rocks slope and no sound wall. I believe this needs discussion and demonstration.

Again, it's important to me to get these comments on the record. However, I am without legal counsel and I would have desired to have legal counsel present. However, the notice not being received prevented such an action. Again, in closing, I wish to reserve any right we may have to amend or add to these comments by our legal staff.

(End of comment)



ROBERT S. ZEMEL

P-11-1

Refer to Chapter 3 of the FED (page 256) for detailed information regarding the public notification and review process.

P-11-2

Refer to Response to Comment P-11-1.

P-11-3

Refer to Response to Comment P-11-1.

P-11-4

Refer to Response to Comment P-11-1.

P-11-5

The access road will be designed during the final design phase of the project, which will replace in-kind the existing facility located in existing Caltrans right-of-way to the maximum extent practicable given the physical constraints of the location. The property owner may request additional improvements at his or her own expense by obtaining an encroachment permit for proposed changes within Caltrans right-of-way, and the property owner will be responsible for obtaining any and all other permits required for these changes. Improvements above and beyond replacing private property in-kind such as retaining walls or extensive grading represent a betterment, which may be considered a gift of public funds. As part of the project, the existing drainage structure would be lengthened to accommodate the proposed freeway widening in the eastbound direction. The existing condition provides a turn from the existing culvert onto the private access road adjacent to the freeway. The project would include the area south of the culvert. The proposed project will not adversely impact the turning radius on the access road and may improve it.

P-11-6

Refer to Response to Comment P-11-1.

P-11-7

Under CEQA and NEPA, projects are evaluated to compare the proposed project condition to the existing condition to determine whether the project would result in adverse impacts. As part of the project, SR-91 would be expanded to the south, and the access road would accordingly be moved farther to the south. Preliminary studies indicate that the existing conditions related to headlight glare would not change

substantially with implementation of the proposed project, and no mitigation measures would be required. Nonetheless, it is Caltrans policy to improve safety/operational conditions associated with highway projects where feasible. Therefore, during the final design phase Caltrans will apply Caltrans design standards and guidelines to this issue.

P-11-8

As discussed in Section 2.15, Noise, of the Draft IS/EA and FED (page 170), a noise impact analysis was conducted for the proposed project in accordance with the *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects*. Sound walls are proposed for areas where noise levels at sensitive receptor locations approach or exceed the Federal Highway Administration (FHWA) noise abatement criteria. No noise abatement is required in the vicinity of the access road; there are no sensitive receptors in the vicinity.

P-11-9

Additional comments were accepted until the close of the public comment period on September 13, 2007.

9/13/07

ELE JDA ERSON
4174 ABBOTSWOOD
L.A.

CORONA, Ca.

451-533-7205

LOANT A LOANER ON

9/1/07

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August 31, 2007

Dear Sirs:

I have a concern regarding the *Geology/Soils/Seismic/Topography* section of the proposed SR-91 Eastbound Lane Addition document. Although I would like to see the congestion of this section of the freeway ease in the face of increasing traffic, I would also like to know that it will be safe to construct and safe to travel after construction.

The subject section of the document references "several areas of landslide debris" at the project site and "many ..landslides in the area...present along the south side of the project alignment." The preliminary geotechnical investigation noted "evidence of possible slope instability near a portion of the proposed SW-9" and stated that the slope instability is "most likely" shallow. In shallow landslides the sliding surface is located within the soil mantle or weathered bedrock and includes debris slides, debris flow, and failures of road cut-slopes. Shallow landslides can be caused by weakening of soil slopes through saturation by heavy rains, earthquakes creating stresses that make weak slopes fail, vibrations from machinery and traffic and road construction. The project area has and/or will have all of that.

1

Several portions of this lane addition are adjacent to steep slopes. It does not appear to me that a *Preliminary Geotechnical Information Report* is adequate to make a determination of slope stability for design purposes prior to the approval of the project. In other words, sufficient study has not been done to satisfy a Mitigated Negative Declaration.

2

Regards,

Concerned SR-91 Traveler

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CONCERNED SR-91 TRAVELER

P-13-1

The Preliminary Geotechnical Investigation Report was prepared by a qualified and credentialed geotechnical engineer registered in the State of California in support of the Draft IS/EA in order to determine whether the proposed project was feasible and to identify measures to address geotechnical issues. A comprehensive Geotechnical Design Report (GDR) will be prepared during final design to adequately address all the aspects of the design. Refer to Avoidance and Minimization Measures GS-1 through GS-7 in the ECR in Appendix D of the FED (page D-12).

As required by the Highway Design Manual, a Geotechnical Design Report (GDR) is prepared for all projects that involve design for cut slopes, embankments, earthwork, landslide remediation, retaining walls, groundwater studies, erosion control features, subexcavation, and any other studies involving geotechnical investigations and engineering geology. The GDR is to conform to the “Guidelines for Geotechnical Reports,” which is prepared by the Office of Structural Foundations. The Caltrans Headquarters Geotechnical Services Section reviews and approves GDRs.

P-13-2

The Draft IS/EA was prepared in accordance with Caltrans guidelines that incorporate the requirements of CEQA and NEPA. Caltrans has determined that the Draft IS/EA is sufficient to support a Mitigated Negative Declaration (MND). This comment does not raise any specific issues regarding the Draft IS/EA.

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ARNOLD SCHWARZENEGGER
GOVERNOR

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



CYNTHIA BRYANT
DIRECTOR

Memorandum

Date: August 30, 2007
To: All Reviewing Agencies
From: Scott Morgan, Senior Planner
Re: SCH # 2007081004
State Route 91 Eastbound Lane Addition between SR-241 and SR-71

Pursuant to the attached letter, the Lead Agency has extended the review period for the above referenced project to September 13, 2007 to accommodate the review process. All other project information remains the same.

cc: Leslie Manderscheid
California Department of Transportation
337 Michelson Drive, Suite 380
Irvine, CA 92612

Notice of Completion & Environmental Document Transmittal

Appendix C

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery: Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH# **2007081004**

Project Title: State Route 91 Eastbound Lane Addition between SR-241 and SR-71

Lead Agency: California Department of Transportation Contact Person: Leslie Manderscheid
 Mailing Address: 3337 Michelson Drive, Suite 380 Phone: (949) 724-2122
 City: Irvine, CA Zip: 92612 County: Orange

Project Location:
 County: Orange and Riverside City/Nearest Community: Anaheim, Corona, and Yorba Linda
 Cross Street: _____ Zip Code: _____
 Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Res.: _____
 Within 2 Miles: State Hwy #: _____ Waterways: _____
 Airports: _____ Railways: _____ Schools: _____

Document Types:
 CEQA: NOP Draft EIR Supplement/Subsequent EIR Other: Joint Document
 Early Cons Neg Dec Mit Neg Dec Other
 NEPA: NOI EA Draft EIS Final Document Other
 (Print SCH No.) _____

RECEIVED
 AUG 01 2007
 STATE CLEARINGHOUSE

Local Action Type:
 General Plan Update Specific Plan Redevelop Annexation
 General Plan Amendment Master Plan Rezoning Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other

Developmental Type:
 Residential: Units _____ Acres _____ Employees _____
 Office: Sq. Ft. _____ Acres _____ Employees _____
 Commercial: Sq. Ft. _____ Acres _____ Employees _____
 Industrial: Sq. Ft. _____ Acres _____ Employees _____
 Educational _____
 Recreational _____
 Total Acres (approx.): _____
 Water Facilities: Type _____ MGD _____
 Transportation: Type _____ Lane Addition _____
 Mining: Mineral _____
 Power: Type _____ MW _____
 Waste Treatment: Type _____ MGD _____
 Hazardous Waste: Type _____
 Other: _____

Project Issues Discussed in Document:
 Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Wildlife
 Coastal Zone Noise Solid Waste Growth Inducing
 Drainage/Abstraction Population/Housing Balance Toxic/Hazardous Land Use
 Economic/Job Public Services/Facilities Traffic/Circulation Cumulative Effects
 Other _____

Present Land Use/Zoning/General Plan Designation:
 Transportation

Project Description: (Please use a separate sheet if necessary)
 The California Department of Transportation (Caltrans), in cooperation with the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC), is proposing to add a lane to the eastbound Riverside Freeway (SR-91) between the Eastern Toll Road (SR-241) in eastern Orange County and the Corona Expressway (SR-71) in western Riverside County to reduce traffic congestion.

State Clearinghouse Contact: (916) 445-0613

State Review Begin: 8-1-2007

SCH COMPLIANCE: 9-13-07

SCH COMPLIANCE: 8-30-2007

Extended review period

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: 2007081004

Please forward late comments directly to the Lead Agency

AQMD/APCD 33

Revisions: 2, 4

Project Sent to the following State Agencies

- | | |
|--|---|
| <input checked="" type="checkbox"/> Resources | State/Consumer Svcs |
| <input type="checkbox"/> Boating & Waterways | General Services |
| <input type="checkbox"/> Coastal Comm | Cal EPA |
| <input type="checkbox"/> Colorado Riv Bd | ARB - Airport Projects |
| <input checked="" type="checkbox"/> Conservation | <input checked="" type="checkbox"/> ARB - Transportation Projects |
| <input checked="" type="checkbox"/> Fish & Game # <u>516</u> | <input type="checkbox"/> ARB - Major Industrial Projects |
| <input type="checkbox"/> Delta Protection Comm | Integrated Waste Mgmt Bd |
| <input type="checkbox"/> Cal Fire | SWRCB: Clean Wtr Prop |
| <input type="checkbox"/> Historic Preservation | SWRCB: Wtr Quality |
| <input checked="" type="checkbox"/> Parks & Rec | SWRCB: Wtr Rights |
| <input type="checkbox"/> Reclamation Board | <input checked="" type="checkbox"/> Reg. WOCB # <u>92</u> |
| <input type="checkbox"/> Bay Cons & Dev Comm | Toxic Sub Ctrl-CTC |
| <input checked="" type="checkbox"/> DWR | Ytb/Adit Corrections |
| <input type="checkbox"/> OES (Emergency Svcs) | Corrections |
| Bus Transp Hou | Independent Comm |
| Aeronautics | Energy Commission |
| <input checked="" type="checkbox"/> CHP | <input checked="" type="checkbox"/> NAHC |
| <input type="checkbox"/> Caltrans # _____ | <input checked="" type="checkbox"/> Public Utilities Comm |
| Trans Planning | State Lands Comm |
| Housing & Com Dev | Tahoe Rpl Plan Agency |
| Food & Agriculture | |
| Health Services | |



Notice of Extended Public Review

SR-91 Eastbound Lane Addition Project Between SR-241 and SR-71

The California Department of Transportation (Caltrans), in cooperation with the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC), is proposing to add a lane to the eastbound Riverside Freeway (SR-91) between the Eastern Toll Road (SR-241) in eastern Orange County and the Corona Expressway (SR-71) in western Riverside County to reduce traffic congestion.

The public review and comment period for the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment (IS/EA) has been extended until September 13, 2007. The original comment period was from August 1, 2007 to August 30, 2007.

You may visit www.octa.net/sr91 to view and comment on the complete IS/EA. The document is also available for review and copying at the following locations during business hours:
Caltrans District 8 Office, 464 West 4th St, 6th floor, San Bernardino, CA 92401;
Caltrans District 12 Office, 3347 Michelson Dr., Suite 100, Irvine, CA 92612;
Orange County Transportation Authority, 600 S. Main St., 6th Floor, Orange, CA 92663;
Yorba Linda Public Library, 18181 Imperial Hwy., Yorba Linda, CA 92886;
Anaheim Public Library, 500 W. Broadway, Anaheim, CA 92805;
Corona Public Library, 650 S. Main St., Corona, CA 92882.

The IS/EA has been available for public review/comment commencing Aug. 1, 2007. The purpose of the public review and comment period is to afford interested parties the opportunity to provide their input on this project. **Comments will be accepted on the document until 5 p.m., September 13, 2007.** Comments may be submitted via email at SR91EastboundLaneAddition@octa.net, or mailed to the following address: Karen M. Taylor, Senior Community Relations Specialist, Orange County Transportation Authority, P.O. Box 14184, Orange, CA 92663-1584. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922 or OCTA at TDD phone number 714-636-4327.

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ARNOLD SCHWARZENEGGER
GOVERNOR

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



CYNTHIA BRYANT
DIRECTOR

September 14, 2007

Leslie Manderscheid
California Department of Transportation
337 Michelson Drive, Suite 380
Irvine, CA 92612

Subject: State Route 91 Eastbound Lane Addition between SR-241 and SR-71
SCH#: 2007081004

Dear Leslie Manderscheid:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 13, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007081004
Project Title State Route 91 Eastbound Lane Addition between SR-241 and SR-71
Lead Agency Caltrans #12

Type MN Mitigated Negative Declaration
Description D
 The California Department of Transportation, in cooperation with the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC), is proposing to add a lane to the eastbound Riverside Freeway (SR-91) between the Eastern Toll Road (SR-241) in eastern Orange County and the Corona Expressway (SR-71) in western Riverside County to reduce traffic congestion.

Lead Agency Contact

Name Leslie Manderscheid
Agency California Department of Transportation
Phone (949) 724-2122 **Fax**
email
Address 337 Michelson Drive, Suite 380
City Irvine **State** CA **Zip** 92612

Project Location

County Orange, Riverside
City Anaheim, Corona, Yorba Linda
Region

Cross Streets

Parcel No.

Township

Range

Section

Base

Proximity to:

Highways

Airports

Railways

Waterways

Schools

Land Use Transportation

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

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 8; Department of Parks and Recreation; Native American Heritage Commission; Department of Fish and Game, Region 6; Department of Fish and Game, Region 5; Department of Water Resources; Department of Conservation; California Highway Patrol; Air Resources Board, Transportation Projects; Public Utilities Commission

Date Received 08/01/2007 **Start of Review** 08/01/2007 **End of Review** 09/13/2007