Mid County Parkway

RIVERSIDE COUNTY, CALIFORNIA
District 8-RIV-KP 0.0/51.0 PM 0.0/31.7
EA 08-0F3200

DRAFT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT AND SECTION 4(F) EVALUATION VOLUME II OF III

Prepared by the
U.S. Department of Transportation
Federal Highway Administration,
the State of California Department of Transportation
and the
Riverside County Transportation Commission

October 2008

This page intentionally left blank

TABLE OF CONTENTS

The Draft EIS/EIR is provided in three separately bound volumes as noted in this Table of Contents

THIS VOLUME IS VOLUME II

EXECUTIVE SUMMARY S-1
S.1 OVERVIEW OF THE PROJECT AREA S-1
S.2 PURPOSE AND NEED S-2
S.2.1 Project Purpose S-2
S.2.2 Project Need S-3
S.3 PROPOSED ACTION S-12
S.3.1 Alternatives S-12
S.3.2 Identification of a Locally Preferred Alternative S-20
S.4 JOINT CEQA/NEPA DOCUMENT S-21
S.5 ENVIRONMENTAL CONSEQUENCES S-22
S.5.1 Land Use S-22
S.5.2 Growth S-24
S.5.3 Farmlands and Timberlands S-26
S.5.4 Community Impacts and Relocation S-26
S.5.5 Utilities and Emergency Services S-29
S.5.6 Traffic and Transportation/Pedestrian and Bicycle Facilities S-30
S.5.7 Visual and Aesthetics S-32
S.5.8 Cultural Resources S-33
S.5.9 Hydrology and Floodplains S-34
S.5.10 Water Quality and Storm Water Runoff S-35
S.5.11 Geology, Soils, Seismic, and Topography S-36
S.5.12 Paleontology S-37
S.5.13 Hazardous Waste and Materials S-37
S.5.14 Air Quality S-38
S.5.15 Noise S-39
S.5.16 Energy S-40
S.5.17 Natural Communities S-40
S.5.18 Wetlands and Other Waters of the United States S-42
S.5.19 Plant Species S-42
S.5.20 Animal Species S-43
S.5.21 Threatened and Endangered Species S-44
S.5.22 Invasive Species S-45
S.5.23 Cumulative Impacts S-45
S.5.24 Section 4(f) Properties S-46
S.6 SUMMARY OF SIGNIFICANT IMPACTS UNDER CEQA AFTER MITIGATION S-47
S.7 AREAS OF CONTROVERSY AND UNRESOLVED ISSUES S-48
S.8 COORDINATION WITH PUBLIC AND OTHER AGENCIES S-48
CHAPTER 1 PROPOSED PROJECT 1-1
1.1 INTRODUCTION 1-1

1.2 PROJECT PURPOSE AND NEED 1-10
1.2.1 Project Purpose 1-10
1.2.2 Project Need 1-11
CHAPTER 2 PROJECT DESCRIPTION AND ALTERNATIVES 2-1
2.1 PROJECT DESCRIPTION SUMMARY 2-1
2.2 ALTERNATIVES DEVELOPMENT PROCESS 2-1
2.2.1 Development of Initial MCP Alternatives 2-5
2.2.2 Alternatives Refinement Process 2-11
2.3 MCP SEGMENT DESCRIPTIONS 2-19
2.3.1 Temescal Wash Area with Collector-Distributor Roads Segment 2-26
2.3.2 Lake Mathews South Segment 2-26
2.3.3 Lake Mathews North General Plan Segment 2-27
2.3.4 Lake Mathews South General Plan Segment 2-27
2.3.5 Mead Valley Segment 2-28
2.3.6 Far South Segment 2-28
2.3.7 Connector Perris 1 Segment 2-28
2.3.8 Connector Perris 3 Segment 2-28
2.3.9 Perris Drain Segment 2-29
2.3.10 Rider Street Segment 2-29
2.3.11 Placentia Avenue/Perris Boulevard Depressed Grade Segment 2-29
2.3.12 San Jacinto Segment 2-29
2.3.13 San Jacinto South Segment 2-30
2.3.14 Temescal Wash Area Segment Design Variation 2-30
2.3.15 Connector Perris 2 Segment Design Variation 2-30
2.3.16 Placentia Avenue/Perris Boulevard Elevated Grade Segment Design Variation 2-30
2.3.17 San Jacinto North Segment Design Variation 2-31
2.4 ALTERNATIVES 2-31
2.4.1 Alternative 1A: No Project/No Action—Existing Ground Conditions 2-33
2.4.2 Alternative 1B: No Project/No Action—General Plan Circulation Element Conditions 2-33
2.4.3 Alternative 4: South of Lake Mathews/North Perris (Drain) 2-33
2.4.4 Alternative 5: South of Lake Mathews/South Perris (at Rider Street) 2-39
2.4.5 Alternative 6: General Plan North and South of Lake Mathews/North Perris (Drain) 2-45
2.4.6 Alternative 7: General Plan North and South of Lake Mathews/South Perris (at Rider Street) 2-52
2.4.7 Alternative 9: Far South/Placentia Avenue 2-58
2.4.8 Design Variations 2-63
2.5 COMMON DESIGN FEATURES OF MCP BUILD ALTERNATIVES (ALTERNATIVES 4, 5, 6, 7, AND 9) 2-65
2.5.1 Design 2-65
2.5.2 Typical Sections 2-65
2.5.3 Interchanges 2-66
2.5.4 Truck-Climbing Lanes 2-71
2.5.5 Bridges 2-71
2.5.6 HOV Lanes and Park-and-Ride Facilities 2-78
2.5.7 Retaining Walls 2-79

2.5.8 Sound Walls....2-79
2.5.9 Lighting....2-89
2.5.10 Landscaping....2-90
2.5.11 Fencing and Median Barriers....2-90
2.5.12 Runoff Management/Water Quality Best Management Practices (BMPs)....2-91
2.5.13 Grading....2-95
2.5.14 Changes to Local Circulation....2-96
2.5.15 Borrow Areas/Haul Routes....2-96
2.5.16 Project Design Features to Minimize Environmental Impacts....2-99
2.5.17 Phasing....2-102
2.5.18 Railroad Involvement....2-102
2.6 UNIQUE FEATURES OF MCP BUILD ALTERNATIVES....2-102
2.6.1 Alternatives 4 and 6....2-102
2.6.2 Alternative 9....2-103
2.6.3 Cajalco Road Closure Pursuant to MSHCP Section 7.2.3 (Alternatives 4, 6, and 9)....2-103
2.7 COMPARISON OF ALTERNATIVES....2-105
2.8 IDENTIFICATION OF A LOCALLY PREFERRED ALTERNATIVE....2-105
2.8.1 Local Governments and Organizations....2-107
2.9 ALTERNATIVES CONSIDERED AND WITHDRAWN FROM FURTHER STUDY....2-107
2.9.1 Alternatives Formally Considered and Withdrawn....2-107
2.9.2 Other Alternatives Considered....2-108
2.10 PERMITS AND APPROVALS NEEDED....2-109
CHAPTER 3 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES....3-1
HUMAN ENVIRONMENT....3.1-1
3.1 LAND USE....3.1-1
3.1.1 Existing and Future Land Use....3.1-1
3.1.2 Consistency with State, Regional, and Local Plans....3.1-21
3.1.3 Parks and Recreational Facilities....3.1-35
3.2 GROWTH....3.2-1
3.2.1 Regulatory Setting....3.2-1
3.2.2 Affected Environment....3.2-1
3.2.3 Environmental Consequences....3.2-3
3.2.4 Avoidance, Minimization, and/or Mitigation Measures....3.2-18
3.3 FARMLANDS/TIMBERLANDS....3.3-1
3.3.1 Regulatory Setting....3.3-1
3.3.2 Affected Environment....3.3-1
3.3.3 Environmental Consequences....3.3-13
3.3.4 Avoidance, Minimization, and/or Mitigation Measures....3.3-23
3.4 COMMUNITY IMPACTS....3.4-1
3.4.1 Community Character and Cohesion....3.4-1
3.4.2 Relocations....3.4-34
3.4.3 Environmental Justice....3.4-46
3.5 UTILITIES/EMERGENCY SERVICES....3.5-1
3.5.1 Affected Environment....3.5-1
3.5.2 Environmental Consequences....3.5-4

3.5.3 Avoidance, Minimization, and/or Mitigation Measures 3.5-14
3.6 TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES 3.6-1
3.6.1 Regulatory Setting 3.6-1
3.6.2 Affected Environment 3.6-1
3.6.3 Environmental Consequences 3.6-19
3.6.4 Avoidance, Minimization, and/or Mitigation Measures 3.6-31
3.7 VISUAL/AESTHETICS 3.7-1
3.7.1 Regulatory Setting 3.7-1
3.7.2 Affected Environment 3.7-1
3.7.3 Environmental Consequences 3.7-51
3.7.4 Avoidance, Minimization, and/or Mitigation Measures 3.7-76
3.8 CULTURAL RESOURCES 3.8-1
3.8.1 Regulatory Setting 3.8-1
3.8.2 Affected Environment 3.8-2
3.8.3 Environmental Consequences 3.8-11
3.8.4 Avoidance, Minimization and/or Mitigation Measures 3.8-16
PHYSICAL ENVIRONMENT 3.9-1
3.9 HYDROLOGY AND FLOODPLAINS 3.9-1
3.9.1 Regulatory Setting 3.9-1
3.9.2 Affected Environment 3.9-2
3.9.3 Environmental Consequences 3.9-12
3.9.4 Avoidance, Minimization, and/or Mitigation Measures 3.9-36
3.10 WATER QUALITY AND STORM WATER RUNOFF 3.10-1
3.10.1 Regulatory Setting 3.10-1
3.10.2 Affected Environment 3.10-1
3.10.3 Environmental Consequences 3.10-15
3.10.4 Avoidance, Minimization, and/or Mitigation Measures 3.10-29
3.11 GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY 3.11-1
3.11.1 Regulatory Setting 3.11-1
3.11.2 Affected Environment 3.11-2
3.11.3 Environmental Consequences 3.11-14
3.11.4 Avoidance, Minimization, and/or Mitigation Measures 3.11-19
3.12 PALEONTOLOGY 3.12-1
3.12.1 Regulatory Setting 3.12-1
3.12.2 Affected Environment 3.12-1
3.12.3 Fossil Localities 3.12-3
3.12.4 Environmental Consequences 3.12-11
3.12.5 Avoidance, Minimization, and/or Mitigation Measures 3.12-14
3.13 HAZARDOUS WASTE/MATERIALS 3.13-1
3.13.1 Regulatory Setting 3.13-1
3.13.2 Affected Environment 3.13-2
3.13.3 Environmental Consequences 3.13-38
3.13.4 Avoidance, Minimization and/or Mitigation Measures 3.13-42
3.14 AIR QUALITY 3.14-1
3.14.1 Regulatory Setting 3.14-1
3.14.2 Affected Environment 3.14-2
3.14.3 Environmental Consequences 3.14-14
3.14.4 Avoidance, Minimization, and/or Mitigation Measures 3.14-28
3.15 NOISE 3.15-1
3.15.1 Regulatory Setting 3.15-1

3.15.2 Affected Environment 3.15-5
3.15.3 Impacts 3.15-51
3.15.4 Avoidance, Minimization, and/or Mitigation Measures 3.15-55
3.16 ENERGY 3.16-1
3.16.1 Regulatory Setting 3.16-1
3.16.2 Affected Environment 3.16-1
3.16.3 Environmental Consequences 3.16-3
3.16.4 Global Climate Change 3.16-6
3.16.5 Avoidance, Minimization, and/or Mitigation Measures 3.16-11
BIOLOGICAL ENVIRONMENT 3.17-1
3.17 NATURAL COMMUNITIES 3.17-1
3.17.1 Regulatory Setting 3.17-1
3.17.2 Affected Environment 3.17-10
3.17.3 Environmental Consequences 3.17-25
3.17.4 MSHCP Equivalency Analysis – Summary 3.17-51
3.17.5 Avoidance, Minimization, and/or Mitigation Measures 3.17-92
3.18 WETLANDS AND OTHER WATERS 3.18-1
3.18.1 Regulatory Setting 3.18-1
3.18.2 Affected Environment 3.18-3
3.18.3 Environmental Consequences 3.18-10
3.18.4 Avoidance, Minimization, and/or Mitigation Measures 3.18-23
3.19 PLANT SPECIES 3.19-1
3.19.1 Regulatory Setting 3.19-1
3.19.2 Affected Environment 3.19-1
3.19.3 Environmental Consequences 3.19-5
3.19.4 Avoidance, Minimization, and/or Mitigation Measures 3.19-9
3.20 ANIMAL SPECIES 3.20-1
3.20.1 Regulatory Setting 3.20-1
3.20.2 Affected Environment 3.20-1
3.20.3 Environmental Consequences 3.20-3
3.20.4 Avoidance, Minimization, and/or Mitigation Measures 3.20-7
3.21 THREATENED AND ENDANGERED SPECIES 3.21-1
3.21.1 Regulatory Setting 3.21-1
3.21.2 Affected Environment 3.21-2
3.21.3 Environmental Consequences 3.21-5
3.21.4 Avoidance, Minimization, and/or Mitigation Measures 3.21-21
3.22 INVASIVE SPECIES 3.22-1
3.22.1 Regulatory Setting 3.22-1
3.22.2 Affected Environment 3.22-1
3.22.3 Environmental Consequences 3.22-2
3.22.4 Avoidance, Minimization, and/or Mitigation Measures 3.22-3
3.23 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE HUMAN ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY 3.23-1
3.23.1 Introduction 3.23-1
3.23.2 Environmental Consequences 3.23-1
3.23.3 Conclusions 3.23-2
3.24 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES THAT WOULD BE INVOLVED IN THE PROPOSED PROJECT 3.24-1
3.24.1 Build Alternative 3.24-1

3.24.2 No Build 3.24-2
3.25 CUMULATIVE IMPACTS 3.25-1
3.25.1 Regulatory Setting 3.25-1
3.25.2 Methodology 3.25-1
3.25.3 Identification of Resources/Issues to Consider for Cumulative Impacts 3.25-3
3.25.4 Identification of Cumulative Plans and Projects 3.25-6
3.25.5 Environmental Consequences 3.25-23
3.25.6 Summary 3.25-50

VOLUME II

CHAPTER 4 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EVALUATION 4-1
4.1 DETERMINING SIGNIFICANCE UNDER CEQA 4-1
4.2 DISCUSSION OF SIGNIFICANCE OF IMPACTS 4-2
4.2.1 No Impact 4-3
4.2.2 Less than Significant Effects of the Proposed Project 4-5
4.2.3 Significant Environmental Effects of the Proposed Project that Can be Mitigated to Below a Level of Significance 4-17
4.2.4 Unavoidable Significant Environmental Effects 4-28
4.2.5 Significant Irreversible Environmental Changes 4-37
4.2.6 Climate Change/Global Warming 4-37
4.3 ENERGY CONSERVATION (CEQA GUIDELINES, APPENDIX F) 4-46
4.4 MITIGATION MEASURES FOR SIGNIFICANT IMPACTS UNDER CEQA 4-47
4.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE 4-48
CHAPTER 5 COMMENTS AND COORDINATION 5-1
5.1 SCOPING PROCESS 5-1
5.1.1 Prescoping Meetings 5-1
5.1.2 Scoping Meetings 5-2
5.2 CONSULTATION AND COORDINATION WITH PUBLIC AGENCIES 5-4
5.3 RESPONSES TO THE NOTICE OF PREPARATION 5-10
5.3.1 Summary of Major Issues/Comments in Response to the Notice of Preparation 5-10
5.4 RESPONSES TO THE SUPPLEMENTAL NOTICE OF PREPARATION 5-16
5.4.1 Summary of Major Issues/Comments Received in Response to the Supplemental Notice of Preparation 5-16
5.5 RESPONSES TO THE NOTICE OF INTENT 5-21
5.5.1 Summary of Major Issues/Comments Received in Response to the Notice of Intent 5-22
5.6 PUBLIC PARTICIPATION 5-23
5.6.1 Public Participation 5-23
5.6.2 Meetings 5-23
5.6.3 Web Site 5-23
5.6.4 Newsletter 5-23
5.7 TRIBAL COORDINATION 5-24
5.7.1 Extended Phase I Survey 5-26

5.7.2 Phase II Evaluation 5-28
5.7.3 Senate Bill 18 5-33
CHAPTER 6 LIST OF PREPARERS 6-1
CHAPTER 7 DISTRIBUTION LIST 7-1
7.1 FEDERAL AGENCIES 7-2
7.2 STATE AGENCIES 7-3
7.3 REGIONAL/COUNTY/CITY AGENCIES 7-4
7.4 TRIBAL GOVERNMENTS 7-9
7.5 SCHOOL DISTRICTS 7-10
7.6 SPECIAL DISTRICTS/UTILITIES 7-10
7.7 INTERESTED PARTIES 7-11
APPENDIX A CEQA CHECKLIST A-1
APPENDIX B SECTION 4(F) EVALUATION B-1
APPENDIX C TITLE VI POLICY STATEMENT C-1
APPENDIX D SUMMARY OF RELOCATION BENEFITS D-1
APPENDIX E GLOSSARY OF TECHNICAL TERMS E-1
APPENDIX F ENVIRONMENTAL COMMITMENTS RECORD F-1
APPENDIX G LIST OF ACRONYMS G-1
APPENDIX H LIST OF TECHNICAL STUDIES H-1
APPENDIX I CHAPTER 2 ATTACHMENTS I-1
APPENDIX J SUPPLEMENTAL CHAPTER 5 ATTACHMENTS J-1

VOLUME III

APPENDIX K REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) K-1
APPENDIX L UNITED STATES FISH AND WILDLIFE SERVICE (USFWS) LETTER L-1
APPENDIX M FLOOD INSURANCE RATE MAPS (FIRMS) M-1
APPENDIX N 404(B)(1) ALTERNATIVES ANALYSIS N-1
APPENDIX O REGIONAL SPECIES OF CONCERN AND COVERAGE UNDER HABITAT CONSERVATION PLANS O-1
APPENDIX P PARCEL ACQUISITIONS P-1
APPENDIX Q CONCEPTUAL MITIGATION PLAN FOR IMPACTS TO WETLANDS AND OTHER WATERS OF THE UNITED STATES Q-1
APPENDIX R REFERENCES 1
APPENDIX S INDEX 1

This page intentionally left blank

List of Figures

Figure 1.1.1 Regional Location 1-3
Figure 1.1.2 Hemet to Corona/Lake Elsinore Study Area 1-7
Figure 1.2.1 Circulation Element 1-13
Figure 1.2.2 Freeways and Other State Highways 1-19
Figure 1.2.3 Jurisdictional Boundaries 1-29
Figure 1.2.4 Related Transportation Improvement Projects 1-33
Figure 2.1.1 Project Vicinity and Study Area 2-3
Figure 2.2.1 Engineering and Environmental Constraints 2-9
Figure 2.3.1a Study Area Segments 2-21
Figure 2.3.1b Study Area Segments 2-23
Figure 2.4.1a Alternative 4 2-35
Figure 2.4.1b Alternative 4 2-37
Figure 2.4.2a Alternative 5 2-41
Figure 2.4.2b Alternative 5 2-43
Figure 2.4.3a Alternative 6 2-47
Figure 2.4.3b Alternative 6 2-49
Figure 2.4.4a Alternative 7 2-53
Figure 2.4.4b Alternative 7 2-55
Figure 2.4.5a Alternative 9 2-59
Figure 2.4.5b Alternative 9 2-61
Figure 2.5.1 Typical Cross Sections: Parkway Alternatives 2-67
Figure 2.5.2 Typical Cross Sections: General Plan 2-69
Figure 2.5.3 Typical Local Street Interchanges 2-73
Figure 2.5.4a Cut, Fill and Retaining Wall 2-81
Figure 2.5.4b Cut, Fill and Retaining Wall 2-83
Figure 2.5.4c Cut, Fill and Retaining Wall 2-85
Figure 2.5.4d Cut, Fill and Retaining Wall 2-87
Figure 2.5.5 Local Borrow and Disposal Sites 2-97
Figure 3.1.1 Existing Land Uses 3.1-3
Figure 3.1.2 Section 4(f) Properties and Recreation Resources 3.1-37
Figure 3.1.3 Alternative 9 with the Depressed Grade Design at Paragon Park 3.1-45
Figure 3.1.4 Alternative 9 With Elevated Grade Design at Paragon Park 3.1-47
Figure 3.2.1 Areas Targeted for Growth in the MCP Study Area 3.2-5
Figure 3.3.1 Designated Farmlands in MCP Study Area 3.3-3
Figure 3.3.2 Agricultural Preserves 3.3-15
Figure 3.4.1a Study Area Census Tracts 1990 ..... 3.4-5
Figure 3.4.1b Study Area Census Tracts 2000 ..... 3.4-7
Figure 3.4.2 Non-White Population 1990 and 2000 ..... 3.4-11
Figure 3.4.3 Hispanic Population 1990 and 2000 ..... 3.4-13
Figure 3.4.4a I-15/El Cerrito Interchange 2035 in Average Daily Traffic with Closure of Southbound On-Ramp and Northbound Off-Ramp 3.4-27
Figure 3.4.4b Commute Patterns of I-15/El Cerrito Road 3.4-29
Figure 3.4.5 Poverty 1990 and 2000 ..... 3.4-49
Figure 3.4.6 Median Household Income 1990 and 2000 ..... 3.4-53
Figure 3.5.1a Utilities/Emergency Services Facilities 3.5-5
Figure 3.5.1b Utilities/Emergency Services Facilities 3.5-7
Figure 3.6.1 LOS for Freeway Facilities 3.6-3
Figure 3.6.2 LOS for Signalized Intersections 3.6-5

Figure 3.6.3 General Plan Trails 3.6-17
Figure 3.7.1 Mid County Parkway Visual Impact Assessment Key View 2 ..... 3.7-9
Figure 3.7.2 Mid County Parkway Visual Impact Assessment Key View 3 ..... 3.7-11
Figure 3.7.3 Mid County Parkway Visual Impact Assessment Key View 4 ..... 3.7-15
Figure 3.7.4 Mid County Parkway Visual Impact Assessment Key View 7 ..... 3.7-17
Figure 3.7.5 Mid County Parkway Visual Impact Assessment Key View 10 ..... 3.7-19
Figure 3.7.6 Mid County Parkway Visual Impact Assessment Key View 14 ..... 3.7-23
Figure 3.7.7 Mid County Parkway Visual Impact Assessment Key View 17 ..... 3.7-25
Figure 3.7.8 Mid County Parkway Visual Impact Assessment Key View 18 ..... 3.7-29
Figure 3.7.9 Mid County Parkway Visual Impact Assessment Key View 19 ..... 3.7-31
Figure 3.7.10 Mid County Parkway Visual Impact Assessment Key View 22 ..... 3.7-35
Figure 3.7.11 Mid County Parkway Visual Impact Assessment Key View 23b 3.7-37
Figure 3.7.12 Mid County Parkway Visual Impact Assessment Key View 24 ..... 3.7-41
Figure 3.7.13 Mid County Parkway Visual Impact Assessment Key View 25 ..... 3.7-43
Figure 3.7.14 Mid County Parkway Visual Impact Assessment Key View 26 ..... 3.7-47
Figure 3.7.15 Mid County Parkway Visual Impact Assessment Key View 27 ..... 3.7-49
Figure 3.7.16 Mid County Parkway Visual Impact Assessment Key View 28 ..... 3.7-53
Figure 3.7.17 Mid County Parkway Visual Impact Assessment Key View 29 ..... 3.7-55
Figure 3.9.1 Watershed Boundaries 3.9-3
Figure 3.9.2a FEMA 100-Year Floodplain Overview Map 3.9-7
Figure 3.9.2b FEMA 100-Year Floodplain Overview Map 3.9-9
Figure 3.9.3 Temescal Wash 3.9-15
Figure 3.9.4 Cajalco Creek 3.9-19
Figure 3.9.5 Perris Valley Storm Drain 3.9-23
Figure 3.9.6 San Jacinto River Floodplain West of Lakeview Avenue 3.9-25
Figure 3.9.7 San Jacinto River at Mid County Parkway/State Route 79 Interchange 3.9-29
Figure 3.10.1 Surface Waters 3.10-3
Figure 3.10.2 Groundwater Basins 3.10-13
Figure 3.10.3a Proposed BMP Locations 3.10-19
Figure 3.10.3b Proposed BMP Locations 3.10-21
Figure 3.11.1 Landforms and Topographic Features 3.11-3
Figure 3.11.2 Fault Zones 3.11-7
Figure 3.12.1 Paleontological Resource Sensitivity Map 3.12-7
Figure 3.13.1 Hazardous Release Sites 3.13-17
Figure 3.14.1 SCAQMD Monitoring Network within the South Coast Air Basin 3.14-7
Figure 3.15.1 Monitored and Modeled Receptor Locations 3.15-7
Figure 3.15.2 Alternative 4, 5, 6, 7, 9 Modeled Sound Wall and Receptor Locations .. 3.15-57
Figure 3.16-1: 2004 Greenhouse Gas Emissions by Sector (480 $MMTCO_2eq$. Net Emissions) 3.16-9
Figure 3.17.1a Western Riverside County MSHCP Public/Quasi-Public Lands and Criteria Area 3.17-5
Figure 3.17.1b Western Riverside County MSHCP Public/Quasi-Public Lands and Criteria Area 3.17-7
Figure 3.17.2a Lake Mathews and El Sobrante Landfill Multiple Species Habitat Conservation Plan Areas and Stephens' Kangaroo Rat Reserves 3.17-11
Figure 3.17.2b Lake Mathews and El Sobrante Landfill Multiple Species Habitat Conservation Plan Areas and Stephens' Kangaroo Rat Reserves 3.17-13
Figure 3.17.2c Lake Mathews and El Sobrante Landfill Multiple Species Habitat Conservation Plan Areas and Stephens' Kangaroo Rat Reserves 3.17-15
Figure 3.18.1 Jurisdictional Delineation Reaches 3.18-5
Figure 3.21.1a Critical Habitat and Listed Species Occurrences 3.21-9

Figure 3.21.1b Critical Habitat and Listed Species Occurrences 3.21-11
Figure 3.25.1 Cumulative Projects 3.25-13

This page intentionally left blank

List of Tables

Table S.1 Summary of Impacts S-49
Table S.2 Summary of Use Impacts to Section 4(f) Properties by Alternative S-85
Table S.3 Evaluation of Net Harm after Mitigation S-86
Table S.4 Permits and Approvals Needed S-89
Table 1.1.A Preliminary Project Cost Estimate 1-9
Table 1.2.A Service Levels for Existing and Proposed Conditions 1-15
Table 1.2.B Accident Data on I-15 Mainline and Ramps 1-23
Table 1.2.C Accident Data on I-215 – Oleander Avenue to Nuevo Road 1-24
Table 1.2.D Summary of Accident History, Cajalco/Ramona Corridor, 2001 through 2003 1-24
Table 2.4.A Mid County Parkway Segments Representing Each Build Alternative 2-32
Table 2.5.A Mainline MCP Service Interchange Configuration Types 2-72
Table 2.5.B Retaining Wall Summary by Alternative 2-79
Table 2.5.C Sound Walls by Alternative 2-89
Table 2.5.D Quantities of Potential BMPs to be Implemented in the Project Area 2-94
Table 2.5.E Earthwork by Alternative 2-95
Table 2.5.F Earthwork Truck Hours by Alternative 2-99
Table 2.7.A Cost Breakdown for the MCP Build Alternatives 2-105
Table 2.9.A Summary of Alternatives Withdrawn from Further Study 2-108
Table 2.10.A Permits and Approvals Needed 2-111
Table 3.1.A Existing Land Use Impacts by Alternative per Hectare (Acre) 3.1-17
Table 3.1.B Park and Recreational Facility Use Impacts and Consideration of Net Harm after Mitigation 3.1-42
Table 3.3.A MCP Study Area Farmland Acreages by Category 3.3-11
Table 3.3.B Form NRCS-CPA-106 Final Scoring 3.3-18
Table 3.3.C Impacts to Farmland per Hectare (Acre) 3.3-19
Table 3.3.D Williamson Act Preserves 3.3-20
Table 3.4.A Ethnic Composition 3.4-10
Table 3.4.B Housing Profile 3.4-15
Table 3.4.C Employment in the Study Area Cities and the County Overall 3.4-19
Table 3.4.D Travel Patterns (2000) 3.4-19
Table 3.4.E Full and Partial Displacements by Alternative 3.4-36
Table 3.4.F Number of Displaced Employees by Alternative and Jurisdiction 3.4-37
Table 3.4.G Property Tax Revenue Losses by Alternative and Jurisdiction 3.4-40
Table 3.4.H Revenue Losses by Alternative and Jurisdiction 3.4-42
Table 3.4.I Environmental Justice Considerations by Alternative 3.4-55
Table 3.5.A Utility Impacts 3.5-10
Table 3.6.A Existing (2005) and Design Year (2035) Freeway and Ramp Capacity Analysis: Interstate 15 ..... 3.6-9
Table 3.6.B Existing (2005) and Design Year (2035) Intersection Capacity Analysis: Interstate 15 Area 3.6-10
Table 3.6.C Existing (2005) and Design Year (2035) Freeway and Ramp Capacity Analysis: Interstate 215 ..... 3.6-11
Table 3.6.D Existing (2005) and Design Year (2035) Intersection Capacity Analysis: Interstate 215 Area 3.6-12
Table 3.6.E Existing (2005) and Design Year (2035) Intersection Capacity Analysis: Interstate 15 to Interstate 215 Area 3.6-13

Table 3.6.F Existing (2005) and Design Year (2035) Intersection Capacity Analysis: Interstate 215 to State Route 79 Area 3.6-15
Table 3.6.G 2035 MCP Mainline Eastbound Traffic Condition 3.6-21
Table 3.6.H 2035 MCP Mainline Westbound Traffic Condition 3.6-22
Table 3.6.I 2035 MCP Intersection Traffic Condition: Interstate 15 to Interstate 215 ..... 3.6-23
Table 3.6.J 2035 MCP Intersection Traffic Condition: Interstate 215 to State Route 79 ..... 3.6-24
Table 3.6.K Vehicle Miles Traveled within the MCP Study Area 3.6-27
Table 3.6.L Alternative 1B Intersection Capacity Analysis: Interstate 15 to Interstate 215 Area 3.6-28
Table 3.7.A Key View Summary 3.7-7
Table 3.7.B Existing and Future Visual Quality 3.7-57
Table 3.8.A Eligible Cultural Resources in the Area of Potential Effects 3.8-5
Table 3.9.A Summary of Proposed Transverse and Longitudinal Floodplain Encroachments by Segment and Build Alternative 3.9-13
Table 3.10.A Beneficial Uses in the Santa Ana River, San Jacinto River, and Associated Tributaries and Lakes 3.10-9
Table 3.10.B Surface Water Quality Objectives for All Inland Waters 3.10-10
Table 3.10.C Maximum Concentrations (mg/L) Applicable to the Santa Ana and San Jacinto Rivers, Lake Mathews, and Lake Perris 3.10-11
Table 3.10.D Groundwater Quality Objectives (mg/L) 3.10-15
Table 3.10.E Change in Pollutant Concentration (mg/L) Compared to Existing Conditions 3.10-24
Table 3.10.F Change in Pollutant Loading (lbs/yr) Compared to Existing Conditions 3.10-24
Table 3.10.G Anticipated Total Metals Concentrations Compared with Water Quality Criteria 3.10-26
Table 3.11.A Active Faults in the Mid County Parkway Study Area 3.11-9
Table 3.11.B Cut-and-Fill Material by Alternative 3.11-16
Table 3.12.A Fossil Localities within the Mid County Parkway Study Area by Formation 3.12-4
Table 3.12.B MCP Build Alternatives in Relation to Sensitive Formations 3.12-13
Table 3.13.A Hazardous Substance Releases within the Proposed Right of Way (All Alternatives) 3.13-3
Table 3.13.B Hazardous Release/Use/Storage/Generators within 0.4 km (0.25 mi) of the Proposed Right of Way (All Alternatives) 3.13-5
Table 3.13.C Number of Hazardous Release/Use/Storage/Generators for Each MCP Build Alternative within 0.4 km (0.25 mi) 3.13-39
Table 3.14.A Ambient Air Quality Standards 3.14-5
Table 3.14.B Ambient Air Quality Monitored at the Perris Air Monitoring Station 3.14-9
Table 3.14.C Ambient Air Quality Monitored at the Lake Elsinore Air Monitoring Station 3.14-10
Table 3.14.D Ambient Air Quality Monitored at the Riverside-Rubidoux Air Monitoring Station 3.14-11
Table 3.14.E Attainment Status of Criteria Pollutants in the South Coast Air Basin 3.14-12
Table 3.14.F Daily $PM_{2.5}$ Emissions 3.14-16
Table 3.14.G Daily PM_{10} Emissions 3.14-16
Table 3.14.H Vehicle Miles Traveled within MCP Study Area 3.14-24
Table 3.14.I Vehicle Miles Traveled within SCAG Region 3.14-24
Table 3.14.J MSAT Emissions for the MCP Study Area (lbs/day) 3.14-25

Table 3.14.K MSAT Emissions for the SCAG Region (lbs/day) 3.14-25
Table 3.15.A Noise Abatement Criteria 3.15-3
Table 3.15.B Typical Noise Levels 3.15-3
Table 3.15.C Measured Existing Noise Levels 3.15-26
Table 3.15.D Existing and Predicted Future Noise and Wall Analysis 3.15-29
Table 3.15.E Noise Monitoring Results 3.15-51
Table 3.15.F Typical Construction Equipment Noise Levels 3.15-53
Table 3.15.G Summary of Abatement Key Information 3.15-118
Table 3.15.H Feasible and Reasonable Sound Barriers 3.15-125
Table 3.16.A Annual Transportation Energy Consumption in the SCAG Region for Base (Years as Indicated) 3.16-2
Table 3.16.B MCP Study Area Daily Fuel Consumption Comparison 3.16-4
Table 3.16.C SCAG Region Daily Fuel Consumption Comparison 3.16-4
Table 3.17.A Land Cover within the BSA 3.17-17
Table 3.17.B Permanent Impacts to Land Cover Categories 3.17-26
Table 3.17.C Permanent Impacts to Riparian/Riverine Areas 3.17-27
Table 3.17.D Permanent Impacts to Other Natural Communities of Special Concern 3.17-29
Table 3.17.E Impacts to Least Bell's Vireo Habitat Suitable for Long-Term Conservation 3.17-33
Table 3.17.F Impacts to Habitat Suitable for Long-Term Conservation of Narrow Endemic Plant Species 3.17-35
Table 3.17.G Impacts to Habitat Suitable for Long-Term Conservation of Additional Survey Species 3.17-37
Table 3.17.H Impacts to MSHCP Criteria Area 3.17-39
Table 3.17.I Impacts to MSHCP Cores and Linkages, ha (ac) 3.17-41
Table 3.17.J Impacts to MSHCP Public/Quasi-Public Lands, ha (ac) 3.17-42
Table 3.17.K Total Impacts to Land Cover Categories within Lake Mathews MSHCP, ha (ac) 3.17-44
Table 3.17.L Total Impacts to Land Cover Categories within the El Sobrante Landfill MSHCP, ha (ac) 3.17-46
Table 3.17.M Total Impacts to Land Cover Categories within Stephens' Kangaroo Rat Reserve, ha (ac) 3.17-49
Table 3.17.N Temporary Impacts to MSHCP Riparian/Riverine Areas 3.17-52
Table 3.17.O Habitat Effects by MSHCP Vegetation Community, ha (ac) 3.17-56
Table 3.17.P Impacts from Alternative 9 TWS DV on Reserve Features, ha (ac) 3.17-66
Table 3.17.Q FRAGSTATS Comparison Table 3.17-71
Table 3.17.R Ecotones within the Mid County Parkway Study Area 3.17-74
Table 3.18.A Summary of CDFG and USACE Jurisdictional Areas 3.18-7
Table 3.18.B Wetlands Functions and Values 3.18-8
Table 3.18.C Permanent Impacts to USACE Jurisdictional Areas 3.18-11
Table 3.18.D Area of Direct Impacts to CDFG Jurisdictional Areas per Land Use Type 3.18-13
Table 3.18.E Potential Direct Impacts to Waters of the United States and Riparian Ecosystems 3.18-16
Table 3.18.F Sum of Normalized Rank Scores of All 15 Criteria 3.18-17
Table 3.18.G Temporary Impacts to USACE Jurisdictional Areas 3.18-21
Table 3.18.H Temporary Impacts to CDFG Jurisdictional Areas by Land Use Category 3.18-22
Table 3.21.A Impacts to Threatened and Endangered Species 3.21-7
Table 3.25.A Cultural Resources Cumulative Impacts 3.25-36

Table 4.2.A SCREEN3 Input Parameters 4-8
Table 4.2.B Results of Health Risk Assessment Modeling 4-9
Table 4.2.C Summary of Historical Resources 4-12
Table 4.2.D Vehicle Miles Traveled within the SCAG Region 4-43
Table 4.2.E CO_2 Emissions within the SCAG Region 4-44

Chapter 4 California Environmental Quality Act (CEQA) Evaluation

Chapter 1 of this Environmental Impact Report/Environmental Impact Statement (EIR/EIS) discusses the purpose and need for the Mid County Parkway (MCP) project. Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines requires that the CEQA Lead Agency provide a statement of objectives sought by the proposed project. For the MCP project, the project objectives are as follows:

1. Provide a transportation parkway that would effectively and efficiently accommodate regional west-east movement of people and goods between and through Corona, Perris, and San Jacinto.
2. Provide increased capacity to support the forecast travel demand for the 2035 design year;
3. Provide a limited access parkway;
4. Provide roadway geometrics to meet State highway design standards;
5. Accommodate Surface Transportation Assistance Act (STAA) National Network trucks[1]; and
6. Provide a parkway that is compatible with a future multimodal transportation system.

4.1 Determining Significance Under CEQA

The MCP project is subject to federal as well as Riverside County Transportation Commission (RCTC) and state environmental review requirements because the RCTC proposes the use of federal funds and/or the project requires a federal approval action. Project documentation, therefore, has been prepared in compliance with both CEQA and the National Environmental Policy Act (NEPA). The RCTC is the project proponent and the lead agency under CEQA. Because federal transportation funds may be used for the project, the Federal Highway Administration (FHWA) is the lead agency under NEPA, with the California Department of Transportation (Caltrans) acting as its agent and providing oversight for the NEPA process.

---

[1] These are larger trucks that are permitted on the federal Interstate system and the non-Interstate Federal-aid Primary System.

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

CEQA, on the other hand, does require the CEQA lead agency (RCTC for the MCP project) to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report (EIR) must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of mandatory findings of significance, which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and summarizes CEQA significance based on the full analysis provided in Chapter 3.

4.2 Discussion of Significance of Impacts

The significance of the potential impacts of the Locally Preferred Alternative (Alternative 9 Temescal Wash Area Design Variation [TWS DV]) and the other MCP Build Alternatives under CEQA was assessed based on the Initial Study (IS) Checklist provided in Appendix A and the analyses of project impacts as discussed in detail in Chapter 3, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures. The impacts of the MCP Build Alternatives are summarized in the following sections, based on the level of significance of the project effects under CEQA. For purposes of CEQA review, Alternative 9 TWS DV is considered the project, and Alternatives 4 through 7 are alternatives to the project.

4.2.1 No Impact

4.2.1.1 Air Quality (CEQA Checklist Question III.a)

As discussed in Section 3.14 (Air Quality), Alternative 9 TWS DV and the other MCP Build Alternatives would not conflict with or obstruct implementation of any applicable air quality plan.

4.2.1.2 Geology and Soils (CEQA Checklist Question VI.e)

Alternative 9 TWS DV and the other MCP Build Alternatives will not include septic tanks or alternative waste treatment systems. Therefore, Alternative 9 TWS DV and the other MCP Build Alternatives would not result in impacts related to waste disposal or treatment facilities.

4.2.1.3 Hazards and Hazardous Materials (CEQA Checklist Questions VII.e and VII.f)

The MCP study area is approximately 3.2 kilometers (km) (2.0 miles [mi]) north of Perris Valley Airport, 9.3 km (5.8 mi) south of Riverside Municipal Airport, 7.4 km (4.6 mi) southeast of the City of Corona Municipal Airport, and 0.3 km (0.2 mi) south of the March Joint Powers Authority Airport at the March Air Reserve Base. Alternative 9 TWS DV and the other MCP Build Alternatives would not be subject to any greater hazard or risk associated with operations at those airports than other land uses in the vicinity of public or private airports and airfields.

4.2.1.4 Hydrology and Water Quality (CEQA Checklist Question VIII.g)

Alternative 9 TWS DV and the other MCP Build Alternatives would not result in the placement of any housing in a 100-year flood hazard area and would not result in adverse impacts related to the placement of housing in a 100-year flood hazard area.

4.2.1.5 Mineral Resources (CEQA Checklist Questions X.a and X.b)

According to the California State Geological Survey,[1] Alternative 9 TWS DV and the other MCP Build Alternatives are not within a State-designated principal mineral-producing locality, and there are no significant mineral deposits in the area. The City of Corona has land use designations in their General Plan for areas that are not state-designated zones but have been determined by the City of Corona to be a preserved mineral resource. However, active mines within the City of Corona are mostly east of Interstate 15 (I-15) and State Route 91 (SR-91) and therefore would

[1] Web site: http://www.consrv.ca.gov/CGS/geologic_resources/mineral_production/YellowMap.pdf (accessed September 12, 2007).

not be impacted by the MCP project. Therefore, Alternative 9 TWS DV and the other MCP Build Alternatives would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

4.2.1.6 Noise (CEQA Checklist Questions XI.b, XI.e, and XI.f)

Highways typically are not major sources of ground-borne noise or vibration. Alternative 9 TWS DV and the other MCP Build Alternatives are not expected to expose persons to or generate excessive ground-borne noise levels or vibration.

The MCP study area is approximately 3.2 km (2.0 mi) north of Perris Valley Airport, 9.3 km (5.8 mi) south of Riverside Municipal Airport, 7.4 km (4.6 mi) southeast of the City of Corona Municipal Airport, and 0.3 km (0.2 mi) south of the March Joint Powers Authority Airport at the March Air Reserve Base. Alternative 9 TWS DV and the other MCP Build Alternatives are not noise-sensitive land uses and would not expose people to any greater aviation noise effects from these public/private airports than those already experienced in the MCP study area.

4.2.1.7 Transportation/Traffic (CEQA Checklist Questions XV.c and XV.d)

The MCP study area is approximately 3.2 km (2.0 mi) north of Perris Valley Airport, 9.3 km (5.8 mi) south of Riverside Municipal Airport, 7.4 km (4.6 mi) southeast of the City of Corona Municipal Airport, and 0.3 km (0.2 mi) south of the March Joint Powers Authority Airport at the March Air Reserve Base. Alternative 9 TWS DV and the other MCP Build Alternatives do not include any features that would be of sufficient height to affect area airspace. As a result, Alternative 9 TWS DV and the other MCP Build Alternatives would not affect air traffic patterns.

Alternative 9 TWS DV and the other MCP Build Alternatives would be designed and constructed in compliance with Caltrans Standard Construction Specifications and other applicable professional, design, and construction standards. Alternative 9 TWS DV and the other MCP Build Alternatives do not propose any hazardous design features or incompatible uses. Therefore, Alternative 9 TWS DV and the other MCP Build Alternatives would not result in adverse impacts related to design hazards.

4.2.1.8 Utilities and Service Systems (CEQA Checklist Question XVI.g)

Construction waste from the MCP project will be limited to debris such as materials from demolished structures within the project right of way. Concrete, rebar, and

vegetation and would be disposed of in accordance with federal, state, and local regulations related to recycling. Therefore, the MCP project would not result in impacts related to federal, state, and local statutes and regulations related to solid waste.

4.2.2 Less than Significant Effects of the Proposed Project

4.2.2.1 Agricultural Resources (CEQA Checklist Question II.c)

As discussed in Section 3.2 (Farmlands/Timberlands), Alternative 9 TWS DV and the other MCP Build Alternatives would traverse areas currently devoted to a variety of agricultural uses, including grazing, dryland and irrigated farming, orchards, and dairies. However, the project is not expected to result in additional conversion of designated farmlands to nonagricultural uses. Therefore, the MCP Build Alternatives would not have a significant adverse impact on agricultural lands. This determination is supported by the conclusions derived from the NRCS-CPA-106 forms (provided in the *Community Impact Assessment* [LSA Associates, Inc., 2008]) in which the final scoring for each alternative and associated design variations on Form NRCS-CPA-106 ranged from 138 to 139 (maximum score 180), indicating no further analyses are required for farmland issues under the Farmland Protection Policy Act.

In addition, the Riverside County Right-to-Farm Ordinance seeks to reduce the loss of Riverside County's agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance. The Cities of Corona, Perris, and San Jacinto General Plans also have goals to promote preservation of farmland; however, these plans acknowledge that agricultural lands may eventually be converted for residential and/or commercial uses.

Alternative 9 TWS DV and the other MCP Build Alternatives would not result in adverse changes in the existing environment which, due to their location or nature, could result in the conversion of designated Farmlands to nonagricultural uses. Therefore, impacts to the existing environment are less than significant, and no mitigation is required.

4.2.2.2 Air Quality (CEQA Checklist Questions III.b, III.c, and III.d)

As discussed in detail in Section 3.14 (Air Quality), the MCP project area is in a nonattainment area for the national ambient air quality standards (NAAQS) for particulate matter (PM) 2.5 and 10 microns or less in diameter ($PM_{2.5}$ and PM_{10}, respectively) and carbon monoxide (CO). As discussed in Section 3.14, Alternative 9 TWS DV and the other MCP Build Alternatives would improve traffic movement in

the project vicinity, thereby lowering the total pollutants emitted by motor vehicles. Localized emissions of CO may increase as a result of Alternative 9 TWS DV and the other MCP Build Alternatives. However, Alternative 9 TWS DV and the other MCP Build Alternatives are not expected to result in concentrations exceeding the 1- and 8-hour CO standards. Alternative 9 TWS DV and the other MCP Build Alternatives would not contribute to a PM hot spot that would cause or contribute to a violation of the federal PM_{10} or $PM_{2.5}$ standards.

While Alternative 9 TWS DV and the other MCP Build Alternatives would result in a small increase in localized Mobile Source Air Toxic (MSAT) emissions, the United States Environmental Protection Agency (EPA) vehicle and fuel regulations, coupled with fleet turnover, would result in substantial reductions in MSATs over time that would result in future regionwide MSAT levels substantially lower than today's levels.

Health Risk Assessment – Diesel Toxics Analysis

The following health risk assessment (HRA) evaluates two issues: (1) the general health risks of air toxics and the current contribution of diesel trucks to those risks; and (2) the MCP project's potential air toxics impact.

Determining how hazardous a substance is depends on many factors, including the amount of the substance in the air, how it enters the body, how long the exposure lasts, and what organs in the body are affected. One major way these substances enter the body is through inhalation of gas or particulate substances. While many gases are harmful, very small particles penetrate deeply into the lungs, contributing to a range of health problems. Exhaust from diesel engines is a major source of these airborne particles. California's Office of Environmental Health Hazard Assessment (OEHHA) has determined that long-term exposure to diesel exhaust particulates poses the highest cancer risk of any toxic air contaminant it has evaluated. Improvements to diesel fuel and diesel engines have already reduced emissions of some of the contaminants, which, when fully implemented, will result in a 75 percent reduction in particle emissions from diesel-powered trucks and other equipment by 2010 (compared to 2000 levels) and an 85 percent reduction by 2020.

There are currently no federal project-level requirements for air toxics analysis, and CEQA only requires consideration of the risks from toxics, with SCAQMD providing the *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (March 2003) for

guidance. SCAQMD has established a maximum individual cancer risk significance threshold of 10 in 1 million (1.0×10^{-5}) (which assumes a project, such as the MCP project, will be constructed with best available control technology for toxics [T-BACT]) and a noncarcinogenic hazard index of 1.0.

According to the California Air Resources Board (ARB),[1] when conducting an HRA, the surrogate for whole diesel exhaust is diesel PM, which is used as the basis for the potential risk calculations. When conducting an HRA, the potential cancer risk from inhalation exposure to diesel PM will outweigh the potential noncancer health impacts. Therefore, inhalation cancer risk is required for every HRA. When comparing whole diesel exhaust to speciated diesel exhaust (e.g., polycyclic aromatic hydrocarbons [PAHs], metals), potential cancer risk from inhalation exposure to whole diesel exhaust will outweigh the multipathway cancer risk from the speciated components. For this reason, there will be few situations where an analysis of multipathway risk is necessary.[2] To estimate the potential cancer risk associated with project-related diesel engine exhaust, a dispersion model is used to translate an emission rate from a source location to a concentration at a receptor location of interest. Dispersion modeling varies from the simpler, more conservative screening-level analysis to the more complex and refined detailed analysis. This calculation was performed using the EPA-approved SCREEN3 computer model. This model provides conservative estimates of concentrations considering site and source geometry, source strength, distance to receptor, and building wake effects on plume distribution. The SCREEN3 model was developed to provide an easy-to-use method of obtaining pollutant concentration estimates where upper-bound estimates are required or where meteorological data is unavailable. It is a useful tool in proving that an impact is not significant (i.e., if a screening-level analysis demonstrates an impact is not significant, its conservative nature provides confidence in this conclusion). Screening-level modeling is less useful in concluding that an impact is significant. When a screening-level analysis indicates a significant impact, this conclusion

---

1 HARP Model Documentation, Appendix K, *Risk Assessment Procedures to Evaluate Particulate Emissions from Diesel-Fueled Engines*, ARB, http://www.arb.ca.gov/toxics/harp/docs/userguide/appendixK.pdf, accessed February 2005.

2 OEHHA, *Air Toxics Hot Spots Program Risk Assessment Guidelines*, August 2003, Appendix D, *Risk Assessment Procedures to Evaluate Particulate Emissions from Diesel-Fueled Vehicles*, Section B.

normally points to the need for a more sophisticated (and less conservative) method of analysis using a model such as ISCST.

This screening-level analysis was conducted as recommended in the OEHHA Guidelines and by the ARB (HARP Model Documentation, Appendix K, Risk Assessment Procedures to Evaluate Particulate Emissions from Diesel-Fueled Engines, ARB, February 2005). It consists of the following steps:

1) Determining the PM_{10} emission factor
2) Determining the PM_{10} emission rate
3) Determining the PM_{10} concentration at location(s) of interest
4) Translating the PM_{10} concentration(s) to health risk values
5) Comparing the health risk values to thresholds and determining significance

The PM_{10} emission factor was determined by using the ARB model, EMFAC2007, to generate emission factors for diesel trucks traveling down the roadway. The PM_{10} emission rate was determined by using projected total average daily traffic (ADT) volumes for the project and fleet percentages of 5 percent for medium and heavy trucks[1] and an average speed of 50 miles per hour (mph). Additionally, it was assumed that 75 percent of medium trucks and 90 percent of heavy trucks are diesel-powered[2]. This analysis assumed that this emission rate is constant for 70 years.

Since this screening analysis is looking at a simple linear health effect perpendicular to the roadway, all diesel truck exhaust was modeled as if it came from a single area, representing the approximate cross-section of the finished roadway, 50 meters (m) by 20 m (165 feet [ft] by 65 ft). The SCREEN3 input parameters are shown in Table 4.2.A. Stack height (the height of the end of exhaust stacks on trucks) was based on observations of many trucks and approximating typical dimensions.

The PM_{10} concentrations are translated to the health risk values using the OEHHA methodology as described in the following equations:

[1] *Traffic Technical Report* (VRPA Technologies, Inc., 2008).

[2] URBEMIS2007

Table 4.2.A SCREEN3 Input Parameters

Simple Terrain Inputs	
Source Type	Point
Emission Rate (G/S-M**2)	1.0
Stack Height (M)	2.0
Length of Larger Side (M)	50
Length of Smaller Side (M/S)	20
Receptor Height (M)	0
Urban/Rural Option	Urban

Source: LSA Associates, Inc., 2007.

Inhalation cancer risk =
(Cair * DBR * A * EF * ED * $1x10^{-6}$) / AT * Inhalation Cancer Potency Factor

Where:

Cair	Concentration of PM_{10} in air		
DBR	303	Daily breathing rate	(L/kg-day)
A	1	Inhalation absorption factor	
EF	350	Exposure frequency	(days/yr)
ED	70	Exposure duration	(years)
AT	25,550	Avg. time period of exposure	(days)
Diesel PM_{10}	1.1	Inhalation Cancer Potency factor	$(mg/kg-d)^{-1}$

Source: OEHHA Guidelines, August 2003.

and:

Inhalation chronic risk = Cair / Inhalation Chronic REL

Where: Inhalation Chronic REL = 5.0

Model Results

The inhalation cancer risk and inhalation chronic risk were calculated using the peak ADT volumes for each of the MCP Alternatives. The results of the modeling are shown in Table 4.2.B. As shown, the cancer risk threshold of 10 in 1 million and the chronic risk threshold of 1 would not be exceeded by any of the MCP Alternatives. Therefore, the proposed project would not result in any significant health risks to persons near the project, and no mitigation measures would be required.

In summary, Alternative 9 TWS DV and the other MCP Build Alternatives would not violate any air quality standard; would not contribute substantially to an existing or projected air quality violation for CO, $PM_{2.5}$, or PM_{10}; would not result in an adverse impact related to MSATs or air toxics; and would not expose sensitive receptors to substantial pollutant concentrations. Therefore, no mitigation is required.

Table 4.2.B Results of Health Risk Assessment Modeling

Alternative	Peak Volume ADT	Distance from Roadway Centerline (m)	Scaled PM_{10} Concentrations		Inhalation Cancer Risk # in 1 Million	Inhalation Chronic Risk Factor
			1-hour ($\mu g/m^3$)	Annual ($\mu g/m^3$)		
No Build	62,900	20	0.0105	0.00084	0.19	0.00017
Alternative 4	104,000	20	0.0279	0.00224	0.51	0.00045
Alternative 5	102,000	20	0.0274	0.00219	0.50	0.00044
Alternative 6	100,400	20	0.0270	0.00216	0.49	0.00043
Alternative 7	99,400	20	0.0267	0.00214	0.49	0.00043
Alternative 9	86,600	20	0.0233	0.00186	0.43	0.00037

Source: LSA Associates, Inc., November 2007.
ADT = average daily traffic
m = meters
PM_{10} = particulate matter with a diameter of 10 microns or less
$\mu g/m^3$ = micrograms per cubic meter

4.2.2.3 Biological Resources (CEQA Checklist Questions IV.d and IV.e)

Wildlife crossings are included in the design of Alternative 9 TWS DV and the other MCP Build Alternatives. Wildlife crossings would be placed at key locations in the Multiple Species Habitat Conservation Plan (MSHCP) Criteria Area to maintain habitat connectivity through the Core Area and Linkages, avoid impacts to major drainages in the composite footprint, and cross steep terrain. The design of these bridges would provide more than adequate undercrossing widths and heights for wildlife for Alternative 9 TWS DV and the other MCP Build Alternatives. Because wildlife movement is accommodated in the design of Alternative 9 TWS DV and the other MCP Build Alternatives, impacts to wildlife crossings would be less than significant and no mitigation is required.

The construction of Alternative 9 TWS DV and the other MCP Build Alternatives would result in the removal of mature trees within the project disturbance limits. Trees removed during construction would be replaced in accordance with Caltrans policies. Therefore, Alternative 9 TWS DV and the other MCP Build Alternatives would not result in adverse impacts on mature trees or conflict with the local policies or ordinances protecting biological resources, and no mitigation is required.

4.2.2.4 Geology and Soils [CEQA Checklist Questions VI.a(i) and VI.a(ii)]

As discussed in Section 3.11 (Geology/Soils/Seismic/Topography), the MCP study area is not in a designated Alquist-Priolo Special Studies Zone[1] for fault rupture hazard. There are two major active fault zones capable of generating ground shaking during a seismic event that would affect any of the MCP Build Alternatives. Compliance with the applicable state and Caltrans seismic design criteria would prevent adverse seismic shaking and other effects on Alternative 9 TWS DV and the other MCP Build Alternatives associated with regional seismic conditions and activity. Therefore, Alternative 9 TWS DV and the other MCP Build Alternatives would not result in adverse impacts related to rupture of a known earthquake fault or strong seismic ground shaking and other effects associated with regional seismic conditions and activity, and no mitigation is required.

4.2.2.5 Hazards and Hazardous Materials (CEQA Checklist Questions VII.b and VII.c)

There are several existing schools within 0.4 km (0.25 mi) of Alternative 9 TWS DV, including El Cerrito Middle School, Val Verde High School, Val Verde Elementary School, Sierra Vista Elementary School, Lakeside Middle School, and Mountain Shadows Middle School. Additional existing, as well as proposed schools, are located within 0.4 km (0.25 mi) of the other MCP Build Alternatives. As transportation facilities, Alternative 9 TWS DV and the other MCP Build Alternatives do not involve the release of hazardous emissions or the handling of acutely hazardous materials as part of their operation and therefore would not result in adverse impacts to schools within 0.4 km (0.25 mi) of the MCP project. PRC Sections 21154.4 and 25532 of the California Health and Safety Code are applicable to stationary sources. Emissions related to vehicle exhaust are discussed in Section 3.14 (Air Quality).

There is a possibility that activities during construction or traffic accidents during operation of the MCP could result in the release of hazardous materials. The transport of hazardous materials is subject to strict regulations and local emergency response agencies are trained to safely respond to accidental spills of hazardous substances on public roads. Therefore, Alternative 9 TWS DV and the other MCP Build Alternatives would result in less than significant impacts to the public, to the

---

1 *Preliminary Geotechnical Design Report for the Project Report and Environmental Document, Mid County Parkway Project* (Kleinfelder, 2007).

environment, or to schools in relation to the release of hazardous materials, and no mitigation is required.

4.2.2.6 Hydrology and Water Quality (CEQA Checklist Questions VIII.b, VIII.c, VIII.d, VIII.h, and VIII.i)

In the MCP study area, the depth to groundwater ranges from 1.5 to 78 m (5 to 256 ft) below the surface. During borings conducted for the project geotechnical studies, groundwater was encountered at depths ranging from 3.4 to 14.6 m (11 to 48 ft). Dewatering activities are anticipated only in areas of deep excavation and/or shallow groundwater during construction of Alternative 9 TWS DV and the other MCP Build Alternatives. Operation of Alternative 9 TWS DV and the other MCP Build Alternatives would not use groundwater. With implementation of infiltration and detention basins, the additional impervious surface area associated with Alternative 9 TWS DV and the other MCP Build Alternatives would not substantially change the regional rate of recharge to the groundwater basin. Therefore, construction and operation of Alternative 9 TWS DV and the other MCP Build Alternatives would not result in adverse impacts related to groundwater, and no mitigation is required.

Alternative 9 TWS DV would add 300 hectares (ha) (742 acres [ac]) of new pavement. Alternatives 4 and 5 would add 312 ha (771 ac), and Alternatives 6 and 7 would add 357 ha (882 ac) of new pavement. These increases in impervious area would increase the volume of runoff during a storm, which may lead to downstream erosion. Under Alternative 9 TWS DV and the other MCP Build Alternatives, major drainages such as the San Jacinto River and Temescal Wash would be spanned with bridges, and all drainages would be conveyed under the road facility via culverts or bridges. The design and construction of Alternative 9 TWS DV and the other MCP Build Alternatives will comply with Caltrans Standard Special Provisions to reduce the potential for erosion and siltation during construction and operations, and impacts to the course of a river or stream resulting in erosion or siltation on or offsite would be less than significant. Therefore, Alternative 9 TWS DV and the other MCP Build Alternatives would not result in adverse impacts to drainage, and no mitigation is required.

Surface runoff from the MCP will be captured, treated, and discharged in a manner that will not result in flooding. In floodplain areas, bridges have been designed as part of the project to minimize floodplain encroachments and to maintain existing flows so that flooding risks are not increased upstream or downstream of the highway crossing. The maximum increase in water surface elevation of the 100-year flood

would be 0.02 m (0.065 ft) in the San Jacinto (SJ) Segment at the San Jacinto River Bridge in the Lakeview area, 0.11 m (0.35 ft) in the SJN Segment, 0.03 m (0.10 ft) in the SJS Segment, and 0.15 m (0.49 ft) in the Mead Valley (MV) Segment. Because these forecasted increases in 100-year flood water surface elevations under Alternative 9 TWS DV and the other MCP Build Alternatives are minimal and would not pose a substantial risk to existing structures in the floodplains, impacts to the existing drainage pattern of the area and potential flooding on or offsite are less than significant and no mitigation is required.

Alternative 9 TWS DV and the other MCP Build Alternatives would alleviate some existing flooding conditions in the area based on the design and construction of the bridges proposed as part of the MCP project. Because the MCP project has been designed to minimize floodplain impacts with elevated flyover bridges, viaducts, culverts, etc., Alternative 9 TWS DV and the other MCP Build Alternatives would result in a minimal change in the capacity of the San Jacinto River, Cajalco Creek, Temescal Wash, and the Perris Valley Storm Drain to carry water and would improve existing flooding conditions in the area. Alternative 9 TWS DV and the other MCP Build Alternatives would result in a minimal increase in flood heights and flood limits that would not result in any substantial change in flood risks or damage to life or property; therefore, no mitigation is required.

Alternative 9 TWS DV and the other MCP Build Alternatives include crossings of a number of drainages in the study area. Alternative 9 TWS DV would not result in the realignment of any of the drainages crossed by this alignment. As noted above, those crossings would be in bridges, viaducts, culverts, etc. However, Alternatives 4, 5, 6, and 7 would result in impacts to Cajalco Creek near Wood Road and Alexander Road. Cajalco Creek at this location would be realigned and channelized. During large storm events, the high flows would likely scour a new thalweg (centerline of the channel) within the new confined creek alignment. Therefore, the project impacts related to drainage and erosion at Cajalco Creek under Alternatives 4, 5, 6, and 7 would be significant and could not be mitigated to below a level of significance. Alternative 9 TWS DV would not result in impacts to Cajalco Creek related to realignment of this drainage. Therefore, impacts to drainage patterns under Alternative 9 TWS DV are less than significant and no mitigation is required.

4.2.2.7 Population and Housing (CEQA Checklist Questions XII.a, XII.b, and XII.c)

As discussed in detail in Section 3.2 (Growth), the MCP Build Alternatives would have little influence on the location, amount, rate, or type of growth in the area, based on consideration of existing and approved development in the area, and the integration of the MCP project in regional land use and transportation planning. While Alternative 9 TWS DV and portions of the other MCP Build Alternatives will construct a new roadway through areas of Corona, Perris, and San Jacinto, there has been no indication of developers intensifying or substantially modifying their development proposals in response to Alternative 9 TWS DV or the other MCP Build Alternatives. Alternative 9 is routed through areas (e.g., Gavilan Hills) where no such facility was previously planned; however, there are substantial constraints to development in this area, including steep terrain, limited access, and MSHCP conservation criteria. Therefore, Alternative 9 TWS DV and the other MCP Build Alternatives would not result in adverse impacts related to population growth or direct and indirect impacts requiring new homes or businesses; therefore, no mitigation is required.

As discussed in detail in Section 3.4 (Community Impacts), Alternative 9 TWS DV and the other MCP Build Alternatives would result in the acquisition of existing residential uses and the relocation of the occupants of those residential uses. In addition, Alternative 9 TWS DV and the other MCP Build Alternatives would not result in the construction of new housing. The number of residential relocations under Alternative 9 TWS DV and the other MCP Build Alternatives is not anticipated to require the construction of replacement housing. Considering the abundant housing stock developed in recent years within the MCP study area, as well as numerous other planned residential land development projects, a sufficient number of "comparable replacement dwellings" meeting decent, safe, and sanitary standards exist within the impacted or neighboring communities. It is anticipated that finding replacement housing for owner- or tenant-occupied residences will not present any unusual problems. The exception is those displaced from mobile homes. The current inventory for mobile home unit sales and rentals is scarce, and the area lacks in-kind mobile home replacement housing suitable as decent, safe, and sanitary. One option is for mobile home displacees to relocate into slightly larger single-family residences, resulting in a housing-of-last-resort entitlement under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). "Last Resort Housing" payments by RCTC combined with additional resources in finding suitable single-family or multifamily residential replacement housing is anticipated to

minimize impacts during relocations. At this time, it is not known whether any property acquisitions will necessitate the need for construction of housing for relocated residents. Compliance with the Uniform Act offsets any potential impacts to communities due to relocations of housing and/or people that would necessitate the construction of replacement housing; therefore, no mitigation is required.

4.2.2.8 Recreation (CEQA Checklist Question XIV.a)

Alternative 9 TWS DV and the other MCP Build Alternatives will reduce the time-cost of travel and will provide improved transportation facilities in this part of western Riverside County, which may contribute to increased use of recreational facilities in this part of the county. However, the contribution of Alternative 9 TWS DV and the other MCP Build Alternatives to increased use of recreation facilities is anticipated to be very small, compared to the contribution of new residential uses developed in this area over time. As a result, Alternative 9 TWS DV and the other MCP Build Alternatives would result in a less than significant impact related to increased use of existing recreational facilities in this part of western Riverside County; therefore, no mitigation is required.

4.2.2.9 Transportation/Traffic (CEQA Checklist Questions XV.a and XV.f)

One of the main purposes of the MCP project is to provide capacity to support forecasted 2035 travel demand. As discussed in detail in Section 3.6 (Traffic and Transportation/Pedestrian and Bicycle Facilities), Alternative 9 TWS DV and the other MCP Build Alternatives will not cause an adverse increase in traffic load for the design year 2035 transportation system in the MCP study area. Therefore, Alternative 9 TWS DV and the other MCP Build Alternatives will not cause a substantial increase in traffic in relation to the existing and projected traffic load and capacity of the street system.

As discussed in detail in Section 3.2 (Growth), Alternative 9 TWS DV and the other MCP Build Alternatives are not expected to result in growth-related effects and would not result in land uses that would require parking. Any parking spaces acquired as part of the property acquisition for the project would be replaced or the owner adequately compensated for the loss of parking. Therefore, Alternative 9 TWS DV and the other MCP Build Alternatives would result in less than significant impacts related to parking capacity.

4.2.2.10 Utilities and Service Systems (CEQA Checklist Questions XVI.a through XVI.f)

Alternative 9 TWS DV and the other MCP Build Alternatives would generate runoff that would be collected and treated on site prior to discharge off site. Alternative 9 TWS DV and the other MCP Build Alternatives would not generate wastewater requiring treatment at a wastewater treatment facility. As a result, Alternative 9 TWS DV and the other MCP Build Alternatives would not result in adverse impacts related to wastewater treatment requirements, the need for additional wastewater treatment facilities, or exceedances of the ability of the area wastewater treatment providers to treat wastewater generated in their service areas; therefore no mitigation is required.

Alternative 9 TWS DV and the other MCP Build Alternatives would include appropriate storm water drainage, collection, control, treatment, and release facilities within the project right of way. New or expanded off-site storm water facilities are not anticipated under Alternative 9 TWS DV and the other MCP Build Alternatives. Therefore, the MCP project would not result in adverse impacts related to new storm water facilities, and no mitigation is required.

Alternative 9 TWS DV and the other MCP Build Alternatives are not anticipated to result in substantial demand for water supplies. Some water may be needed during project construction and as landscaping is planted to allow the landscaping to become established. However, the demand for water during construction and operation of Alternative 9 TWS DV and the other MCP Build Alternatives is not anticipated to exceed existing entitlements; therefore, no mitigation is required.

The construction of Alternative 9 TWS DV and the other MCP Build Alternatives would generate construction waste materials from demolished structures, vegetation, excess soil, concrete, rebar, and other similar materials. The construction contractors will be required to divert construction waste materials from landfills related to reduction, recycling, reuse, and composting. El Sobrante Landfill is the only landfill within the MCP study area; however, Badlands and Lamb Canyon Landfills are also in the vicinity of the project and may be utilized during construction. As a result, the total amount of construction waste material anticipated to be disposed of in area landfills under Alternative 9 TWS DV and the other MCP Build Alternatives would be limited and would not be expected to exceed the permitted capacity of these landfills.

During operation, waste material would be generated as part of landscape maintenance and picking up of litter along the road. Vegetative material generated during landscape maintenance would be disposed of at a composting facility. Trash and other waste collected along the road would be disposed of in area landfills. The total amount of trash and litter anticipated to be disposed of in area landfills under Alternative 9 TWS DV and the other MCP Build Alternatives would be limited and would not be expected to exceed the permitted capacity of those landfills; therefore, impacts to landfills are less than significant and no mitigation is required.

4.2.3 Significant Environmental Effects of the Proposed Project that Can be Mitigated to Below a Level of Significance

The majority of the significant adverse impacts of Alternative 9 TWS DV and the other MCP Build Alternatives can be avoided, minimized, and/or mitigated to below a level of significance based on the measures identified for the project in Chapter 3. The full text of those measures is provided in the Environmental Commitments Record/Mitigation Monitoring and Reporting Program (ECR/MMRP) in Appendix F. The specific measures that would apply to Alternative 9 TWS DV and the other MCP Build Alternatives are discussed briefly in this section and in Section 4.3 (Mitigation Measures for Significant Impacts Under CEQA). Significant adverse project impacts that cannot be mitigated to below a level of significance are discussed later in Section 4.2.4, Unavoidable Significant Environmental Effects.

4.2.3.1 Agricultural Resources (CEQA Checklist Questions II.b)

As shown in Table 3.3.C (Impacts to Farmland per Hectare [Acre]) (Williamson Act Preserves) and Table 3.3.D, in Section 3.3 (Farmlands/Timberlands), Alternative 9 TWS DV and the other MCP Build Alternatives will result in the loss of designated Farmlands and will impact Williamson Act Preserves, thereby conflicting with existing zoning for agricultural uses and Williamson Act contracts; therefore, mitigation is required.

Implementation of Mitigation Measure AG-3 requires RCTC to comply with notifications required by the Williamson Act for acquisition of preserves for federal, state, and local public use, which would reduce impacts to existing zoning for agricultural use and Williamson Act contracts from Alternative 9 TWS DV and the other MCP Build Alternatives to below a level of significance.

4.2.3.2 Air Quality (CEQA Checklist Question III.e)

As discussed in Section 3.14 (Air Quality), construction of Alternative 9 TWS DV and the other MCP Build Alternatives may result in temporary, short-term increases in pollutant concentrations, specifically fugitive dust associated with excavation and grading. Construction may also potentially result in short-term objectionable odors.

Compliance with South Coast Air Quality Management District (SCAQMD) Rule 403, SCAQMD Standard Conditions SC-1 and SC-2, Caltrans Standard Conditions SC-3 through SC-14, and Mitigation Measures AQ-1 through AQ-13 would reduce those short-term adverse objectionable odor air quality impacts during construction of Alternative 9 TWS DV and the other MCP Build Alternatives to below a level of significance.

4.2.3.3 Biological Resources (CEQA Checklist Questions IV.a, IV.b, IV.c, and IV.f)

Impacts to the biological environment resulting from the MCP project are discussed in detail in Sections 3.17 through 3.22. Key findings relevant to the CEQA Checklist questions are discussed below.

Alternative 9 TWS DV and the other MCP Build Alternatives would result in 0.31 ha (0.77 ac) of direct impacts to habitat suitable for the long-term conservation of spreading navarretia.

Alternative 9 TWS DV would directly impact 0.9 ha (2.2 ac) of least Bell's vireo habitat suitable for long-term conservation. The direct impacts of the other MCP Build Alternatives on least Bell's vireo habitat would range from 2.5 ha (6.1 ac) to 3.4 ha (8.5 ac).

Alternative 9 TWS DV and the other MCP Build Alternatives would directly impact final designated critical habitat areas for coastal California gnatcatcher, San Bernardino kangaroo rat, and Quino checkerspot butterfly. Alternative 9 TWS DV would impact 16.2 ha (40.1 ac) of coastal California gnatcatcher final designated critical habitat, 1.2 ha (2.9 ac) of San Bernardino kangaroo rat critical habitat, and 132.6 ha (327.6 ac) of Quino checkerspot butterfly critical habitat.

Alternative 9 TWS DV would result in 68.3 ha (168.7 ac) of direct impacts to the Lake Mathews-Estelle Mountain Stephens' Kangaroo Rat Reserve established as part of the Habitat Conservation Plan for the Stephens' kangaroo rat. Alternatives 4, 5, 6,

7, and 9 would impact between 168.0 ha (415.1 ac) and 218.7 ha (540.3 ac) of the Stephens' Kangaroo Rat Reserve.

In addition to these direct impacts to candidate, sensitive, or special status species, Alternative 9 TWS DV and the other MCP Build Alternatives would result in indirect impacts on these species; therefore, mitigation is required to reduce impacts to candidate, sensitive, or special status species to below a level of significance.

Mitigation Measures TE-1 through TE-3 would avoid and minimize impacts to threatened and endangered species during construction of Alternative 9 TWS DV and the other MCP Build Alternatives. In addition, prior to the approval of the Final Environmental Impact Statement (FEIS), FHWA will conduct a Section 7 consultation with the United States Fish and Wildlife Service (USFWS) for impacts to coastal California gnatcatcher, Quino checkerspot butterfly, San Bernardino kangaroo rat, least Bell's vireo, and spreading navarretia. The Section 7 consultation would be based on the MSHCP consistency documentation prepared by RCTC. With implementation of Mitigation Measures TE-1 though TE-3, the impacts of Alternative 9 TWS DV and the other MCP Build Alternatives on sensitive species would be reduced to below a level of significance.

Alternative 9 TWS DV and the other MCP Build Alternatives would directly impact many-stemmed dudleya, smooth tarplant, and Coulter's goldfields. Mitigation Measure PS-1 would reduce the impacts of Alternative 9 TWS DV and the other MCP Build Alternatives on these plant species to below a level of significance.

Alternative 9 TWS DV and the other MCP Build Alternatives would permanently impact riparian habitat. Alternative 9 TWS DV would permanently impact 13.6 ha (32.7 ac) riparian/riverine areas and 175.6 ha (434.0 ac) of other upland natural communities of concern. Of this amount, Alternative 9 TWS DV would permanently impact 0.7 ha (1.6 ac) of riparian forest and 2.0 ha (5.0 ac) of riparian scrub. Mitigation Measures BIO-1 through BIO-3 would reduce the impacts of Alternative 9 TWS DV on natural communities, including riparian habitat, to below a level of significance.

Alternative 9 TWS DV and the other MCP Build Alternatives would result in temporary and permanent impacts to California Department of Fish and Game (CDFG) and United States Army Corps of Engineers (USACE) jurisdictional wetlands and other waters. Alternative 9 TWS DV would result in substantially fewer impacts to CDFG riparian habitat and streambeds, and wetlands and nonwetland

waters of the United States under USACE jurisdiction. Alternatives 4 and 5 would have greater impacts than Alternative 9 TWS DV, and Alternatives 6 and 7 would have the greatest impacts on these waters of all the MCP Build Alternatives. Specifically, Alternative 9 TWS DV would temporarily impact 3.5 ha (8.5 ac) of CDFG jurisdictional riparian habitat and streambeds, 1.9 ha (4.7 ac) of USACE jurisdictional wetlands, and 1.5 ha (3.7 ac) of USACE jurisdictional nonwetland waters. Alternative 9 TWS DV would permanently impact 6.3 ha (15.5 ac) of CDFG jurisdictional riparian habitat and streambeds, 1.0 ha (2.4 ac) of USACE jurisdictional wetlands, and 3.4 ha (8.4 ac) of USACE jurisdictional nonwetland waters.

In addition to the direct impacts discussed above, Alternative 9 TWS DV and the other MCP Build Alternatives may result in indirect impacts on wetlands and other waters. Those indirect impacts may result from growth-related and edge effects such as exotic plant infestations, pollutants from storm water runoff from the road, and unauthorized recreational use.

Prior to the initiation of construction, the RCTC would obtain a Section 404 permit from the USACE, a Section 1602 Agreement for Streambed Alteration from the CDFG, and a Section 401 certification or waiver from the Santa Ana Regional Water Quality Control Board (RWQCB). Detailed mitigation requirements for the impacts on wetlands and other waters would be negotiated with each agency during the permit process. In addition to those detailed mitigation requirements, Mitigation Measures WET-1 through WET-4 would reduce impacts of Alternative 9 TWS DV and the other MCP Build Alternatives to jurisdictional waters to below a level of significance.

The federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code prohibit the destruction of active bird nests. During construction of Alternative 9 TWS DV and the other MCP Build Alternatives, there is potential for adverse impacts to active nests in trees removed to accommodate the project construction, and mitigation is required. Mitigation Measure AS-4 requires that during construction, vegetation clearing would be conducted outside the nesting season (March 1–September 15) for birds. Mitigation Measure AS-4 would reduce impacts on nesting birds during construction of Alternative 9 TWS DV and the other MCP Build Alternatives to below a level of significance.

Alternative 9 TWS DV and the other MCP Build Alternatives and design variations would directly impact approximately 16.2 ha (40.0 ac) of Los Angeles pocket mouse occupied habitat suitable for long-term conservation in the vicinity of the San Jacinto

River just east of Lake Perris and in the San Jacinto River area near the MCP/State Route 79 (SR-79) interchange; therefore, mitigation is required. Mitigation Measure AS-3 requires RCTC to obtain a Determination of Biologically Equivalent or Superior Preservation (DBESP) for impacts to Los Angeles pocket mouse near Lake Perris, where 90 percent or more of those portions of the site that provide for the long-term conservation value of Los Angeles pocket mouse cannot be avoided. Therefore, the project impacts would be reduced to below a level of significance.

Burrowing owls were not observed within the footprints of Alternatives 4, 5, 6, 7, and Alternative 9 TWS DV; therefore, direct and indirect impacts to burrowing owls under these alternatives are not anticipated. Prior to construction activities for Alternative 9 TWS DV and the other MCP Build Alternatives, focused burrowing owl surveys would be conducted. In addition, take of active burrowing owl nests would be avoided. Mitigation Measures AS-1 and AS-2 would reduce the impacts of Alternative 9 TWS DV and the other MCP Build Alternatives on nesting burrowing owls to below a level of significance.

The following Habitat Conservation Plans and Natural Communities Conservation Plans are applicable to Alternative 9 TWS DV and the other MCP Build Alternatives:

- Western Riverside County MSHCP
- Habitat Conservation Plan for the Stephens' kangaroo rat
- Lake Mathews/Estelle Mountain Stephens' Kangaroo Rat Reserve area
- El Sobrante Landfill MSHCP

Alternative 9 TWS DV impacts 256.8 ha (634.5 ac) of MSHCP Criteria Area, 8.9 ha (22.1 ac) of El Sobrante Landfill MSHCP area, and 68.3 ha (168.7 ac) of the Lake Mathews-Estelle Mountain Stephens' Kangaroo Rat Reserve established through the Habitat Conservation Plan for the Stephens' kangaroo rat. Alternative 9 TWS DV, aligned south of Lake Mathews, does not pass through the Lake Mathews MSHCP area; therefore, there would be no direct impacts to lands or species in the Lake Mathews MSHCP area under this alternative. In addition to Mitigation Measures HCP-1 through HCP-3, mitigation for impacts of the Alternative 9 TWS DV to Habitat Conservation Plans and Natural Communities Conservation Plans will be achieved through compliance with provisions of the western Riverside County MSHCP, the El Sobrante Landfill MSHCP, and the Habitat Conservation Plan for the Stephens' kangaroo rat. These MSHCPs, Habitat Conservation Plans, and Natural Communities Conservation Plans were conceived, developed, and are being

implemented specifically to address the direct, indirect, cumulative, and growth-related effects on species and habitats in western Riverside County resulting from activities covered by the MSHCP, including the MCP project. Mitigation Measures HCP-1 through HCP-3 and compliance with applicable Habitat Conservation Plans and Natural Conservation Plans would reduce the impacts of Alternative 9 TWS DV and the other MCP Build Alternatives on MSHCP, Habitat Conservation Plan, and Natural Communities Conservation Plan areas to below a level of significance.

4.2.3.4 Paleontological Resources (CEQA Checklist Question V.c)

As discussed in Section 3.12 (Paleontology), Alternative 9 TWS DV and the other MCP Build Alternatives may directly or indirectly impact unique paleontological resources during construction. The MCP Build Alternatives have a high level of sensitivity for the presence of paleontological resources. Mitigation Measure PAL-1 would reduce the adverse impacts of Alternative 9 TWS DV and the other MCP Build Alternatives on paleontological resources or sites to below a level of significance because the measure would require resource surveillance and recovery procedures to ensure a less than significant impact to any paleontological resources discovered during construction activities.

4.2.3.5 Geology and Soils [CEQA Checklist Questions VI.a(iii), VI.a(iv), VI.b, VI.c, and VI.d]

As discussed in Section 3.11 (Geology/Soils/Seismic/Topography), the potential for liquefaction would affect Alternative 9 TWS DV and the other MCP Build Alternatives, specifically in areas of shallow groundwater in the Temescal Wash and Bedford Wash areas, the San Jacinto River, Perris Valley, and Mead Valley. There are areas with potential natural slope instability in the western part of the study area and in the Bernasconi Hills; however, the MCP Build Alternative alignments are not in areas of known landslides or slope instability. The potential for soil expansion to affect Alternative 9 TWS DV and the other MCP Build Alternatives ranges from low to high, depending on the nature of the soils and underlying parent bedrock materials along the alignments. Residual soils in the area may also be expansive.

Construction activity may temporarily increase soil erosion and the loss of topsoil along the alignment of Alternative 9 TWS DV and the other MCP Build Alternatives.

Potential impacts of Alternative 9 TWS DV and the other MCP Build Alternatives related to liquefaction, landslides, soil erosion or loss of topsoil, expansive soils, and

seismic issues resulting from an unstable geologic unit or soil would be reduced to below a level of significance with implementation of Mitigation Measures GEO-1 through GEO-5 since RCTC will prepare a design-level geotechnical report to further analyze site conditions, design slopes to reduce impacts to soils and erosion, improve site conditions with soil binding plants with low water requirements, comply with a quality assurance/quality control plan, and locate all groundwater wells within the project footprint and ensure they are abandoned properly.

4.2.3.6 Hazards and Hazardous Materials (CEQA Checklist Questions VII.a, VII.d, VII.g, and VII.h)

As discussed in detail in Section 3.13 (Hazardous Waste/Materials), during construction of Alternative 9 TWS DV and the other MCP Build Alternatives, there is the potential to encounter hazardous materials in the soils, traffic-striping materials, transformers, buildings, and existing road structures. In addition, there are existing hazardous materials sites within and immediately adjacent to the right of way for Alternative 9 TWS DV and the other MCP Build Alternatives. Sites listed under California Government Code 65962.5 are shown as "Hazardous Release Sites" on Figure 3.13.1 in Section 3.13. Preliminary Site Investigations (PSIs) would be performed on all hazardous materials sites within the right of way to determine the potential hazardous materials on site. Hazardous materials spills and other contamination associated with property acquired for Alternative 9 TWS DV or the other MCP Build Alternatives would be remediated prior to project construction. Construction of Alternative 9 TWS DV and the other MCP Build Alternatives could result in exposure to asbestos, lead, and other hazardous substances as a result of demolition of existing structures. Mitigation Measures HW-1 through HW-10 would reduce potential adverse impacts from routine transport, use, or disposal of hazardous materials and hazardous material sites from implementation of Alternative 9 TWS DV and the other MCP Build Alternatives to below a level of significance.

As discussed in Section 3.5 (Utilities/Emergency Services), construction activities could result in traffic delays that could affect the ability of fire and emergency service providers to meet response time goals under Alternative 9 TWS DV and the other MCP Build Alternatives. Medical emergencies could increase with the presence of construction workers and heavy machinery during construction and with the presence of vehicles during operation of Alternative 9 TWS DV or the other MCP Build Alternatives. In the case of such emergencies, construction activities could potentially limit or block emergency service access. Mitigation Measures U&ES-8 and TR-2

would reduce this adverse impact to emergency response from Alternative 9 TWS DV and the other MCP Build Alternatives to below a level of significance.

As discussed in Section 3.5, the risk of wildfires would increase during construction and operation of Alternative 9 TWS DV or the other MCP Build Alternatives because these alternatives traverse large areas of vacant (primarily habitat reserve) lands. This land is covered with both native and nonnative vegetation that is highly flammable during the dry season. In addition, there are limited roads and very little irrigated land in this area that could act as fire breaks. Mitigation Measures U&ES-2 through U&ES-8 would substantially reduce adverse impacts involving wildfires from Alternative 9 TWS DV to below a level of significance.

4.2.3.7 Hydrology and Water Quality (CEQA Checklist Questions VIII.a, VIII.e, VIII.f, and VIII.j)

As discussed in detail in Section 3.10 (Water Quality and Storm Water Runoff), during construction of Alternative 9 TWS DV and the other MCP Build Alternatives, there is the potential for soil erosion and discharge of pollutants into receiving waters. There would be an increase in impervious area with implementation of any MCP Build Alternative, which would increase the volume of runoff during a storm and increase pollutant loading to receiving waters. Therefore, because of the potential for significant impacts to water quality standards, runoff water that would exceed the capacity of existing or planned storm water drainage systems, and to water quality with implementation of the MCP project, mitigation has been identified (Mitigation Measures WQ-1 through WQ-4) to reduce these potential impacts to less than significant. Mitigation Measure WQ-1 requires compliance with the *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (General Permit)* Order No. 99-08-DWQ, NPDES No. CAS000002 during construction and would minimize potential water quality impacts associated with construction of Alternative 9 TWS DV and the other MCP Build Alternatives. If dewatering is necessary during construction, Mitigation Measure WQ-2 requires compliance with the De Minimus permit to minimize water quality impacts associated with dewatering activities. Mitigation Measure WQ-3 requires the procedures outlined in Caltrans *Storm Water Quality Handbooks*, Project Planning and Design Guide to be used for implementing Design Pollution Prevention and Treatment Best Management Practices (BMPs) for the project. Mitigation Measure WQ-4 requires implementation of infiltration basins and biostrips or detention basins and bioswales to minimize the potential adverse water quality impacts associated with operation of Alternative 9 TWS DV and the

other MCP Build Alternatives. Mitigation Measures WQ-1 through WQ-4 would reduce potential adverse impacts of Alternative 9 TWS DV and the other MCP Build Alternatives related to water quality to below a level of significance.

Liquefaction and seismically induced settlement resulting in inundation from mud flow are additional potential adverse impacts associated with seismic shaking. Areas subject to liquefaction and seismically induced settlement include Temescal Wash, Bedford Wash, San Jacinto River, San Jacinto Valley, Perris Valley, and locally in Mead Valley. Potential impacts due to liquefaction and seismically induced settlement would be reduced through project planning, design, and construction. Site-specific geotechnical investigations would be completed during final design to evaluate the liquefaction potential at areas of specific project components and provide recommendations to reduce the risks associated with soil liquefaction to a level of below significance.

4.2.3.8 Land Use and Planning (CEQA Checklist Question IX.a)

As discussed in Section 3.1 (Land Use) and Section 3.4 (Community Impacts), Alternative 9 TWS DV and the other MCP Build Alternatives would result in physical changes to existing land uses and nearby communities. MCP Build Alternatives 4 through 7 have the potential to divide the established community of Mead Valley. Alternative 9 TWS DV would impact community cohesiveness in the Gavilan Hills and Perris areas. Property acquisition would result from all of the MCP Build Alternatives, and would result in the relocation of residents, established businesses, and places of employment.

Overcrossings and undercrossings are provided as project design features to maintain connectivity within the areas bisected by the MCP project. Mitigation Measure LU-4 would reduce long-term impacts from Alternative 9 TWS DV to community cohesiveness in the Perris area by providing replacement park acreage and facilities to offset the loss of acreage and facilities in Paragon Park. Therefore, permanent impacts to existing communities are less than significant. As discussed in Section 3.4 (Community Impacts), all property acquisitions and relocations for the MCP project would be handled in accordance with the Uniform Act (Public Law 91-646, 84 Stat. 1894). Mitigation Measure LU-1 would reduce temporary impacts to community cohesiveness during construction by ensuring that vehicles, bicycle, equestrian, and pedestrian circulation and access are maintained, therefore reducing impacts to established communities to below a level of significance.

4.2.3.9 Noise (CEQA Checklist Question XI.d)

Sensitive receptors would be exposed to construction noise during construction of Alternative 9 TWS DV and the other MCP Build Alternatives. The closest sensitive receptors are 15 m (50 ft) from the project construction areas, and may be subject to short-term noise reaching 95 dBA L_{max} (maximum sound level measured in A-weighted decibels) generated by construction activities. Compliance with Caltrans Standard Specifications, Section 5-1, "Sound Control Requirements," in the Standard Special Provisions would substantially reduce the temporary and periodic increase in noise levels from construction under Alternative 9 TWS DV and other MCP Build Alternatives to below a level of significance.

4.2.3.10 Public Services (CEQA Checklist Question XIII.a)

As discussed in Section 3.5 (Utilities/Emergency Services) and as discussed earlier in this section under Hazards and Hazardous Materials, the construction and operation of Alternative 9 TWS DV and the other MCP Build Alternatives could result in adverse impacts on fire and police protection services. Those adverse impacts would be reduced to below a level of significance based on implementation of Mitigation Measures U&ES-2 through U&ES-8 and TR-2. Alternative 9 TWS DV and the other MCP Build Alternatives would result in partial acquisition of property from the Temescal Public Safety Facility at 3777 Bedford Canyon Road in the city of Corona. In addition, Alternative 9 TWS DV would result in a direct impact on the Riverside County Fire Station and Police Substation No. 90 at 333 Placentia Avenue in the City of Perris. This station is proposed to be relocated to the northeast corner of the Redlands Avenue/Placentia Avenue intersection.

As discussed in Section 3.4 (Community Impacts), Alternatives 4 and 5 would result in the acquisition of property from Val Verde High School at 975 West Morgan Street in the city of Perris. Approximately 7,246 square meters (sq m) (78,000 square feet [sf]) of property currently occupied by portable classrooms at Val Verde High School[1] and approximately 6,503 sq m (70,000 sf) of the Val Verde Unified School District Administration and Facilities Operation Building[2] would be impacted by Alternatives 5 and 6.

The adverse impacts of Alternative 9 TWS DV and the other MCP Build Alternatives related to the acquisition of property from these public facilities would

1 EPIC right of way data, 2006.

2 Ibid.

be reduced to below a level of significance based on implementation of Mitigation Measure U&ES-1.

4.2.3.11 Recreation (CEQA Checklist Question XIV.b)

As discussed above and in detail in Section 3.1 (Land Use), Alternative 9 TWS DV would result in the acquisition of a part of existing Paragon Park in the city of Perris. The part of the park to be acquired includes tennis courts, a basketball court, four handball courts, and a playground. Alternative 9 TWS DV includes a detention basin on the north side of the MCP alignment, east of Redlands Avenue. To ensure compliance with the California Public Parks Preservation Act and to avoid net losses in parklands, part of the area occupied by the detention basin would be developed in active and passive recreation uses and landscaping to replace the impacted area and facilities at Paragon Park under Alternative 9 TWS DV. Mitigation Measure LU-4 ensures this replacement of the land used from Paragon Park in the detention basin; therefore, impacts are reduced to less than significant.

MCP Build Alternatives 4, 5, 6, 7, and 9 would all result in the acquisition of a small amount of land from the planned El Cerrito Sports Park. The acquisition would affect the edges of sports fields, but these impacts can be addressed with minor modifications in the site plan for this sports park.

4.2.3.12 Traffic/Transportation (CEQA Checklist Questions XV.e, XV.f, and XV.g)

During construction of Alternative 9 TWS DV and the other MCP Build Alternatives, traffic would be temporarily detoured or delayed, which may result in a temporary increase in emergency response times in the project area. As discussed in detail in Section 3.6 (Traffic and Transportation/Pedestrian and Bicycle Facilities), Mitigation Measure TR-2 will provide for a Traffic Management Plan during construction that would substantially reduce the temporary adverse traffic impacts under Alternative 9 TWS DV and the other MCP Build Alternatives to below a level of significance.

There are numerous planned bicycle, equestrian, and hiking trails within the MCP study area where the MCP project will be required to provide new roadway connections with bicycle and pedestrian facilities in locations where local streets will cross the MCP project. In addition, a Class I (off-road) trail is planned for the entire length of Cajalco Road and Ramona Expressway, and the MCP Build Alternatives would remove segments of these two roads. Therefore, mitigation is required to reduce impacts to alternative transportation. Mitigation Measure TR-3

requires RCTC to coordinate with each affected local jurisdiction to determine an appropriate rerouting of any planned trail that would be impacted by the MCP project in order to maintain continuity and connectivity of the regional trail system. Implementation of Mitigation Measure TR-3 would reduce impacts to alternative transportation policies, plans, and programs to less than significant.

4.2.3.13 Mandatory Findings of Significance (CEQA Checklist Question XVII.a)

Alternative 9 TWS DV and the other MCP Build Alternatives have the potential to degrade the environment as a result of impacts on plant communities and habitats and on archeological resources. Avoidance, minimization, and mitigation measures provided in the Environmental Commitments Record/Mitigation Monitoring and Reporting Program (ECR/MMRP) in Appendix F would substantially reduce those impacts of Alternative 9 TWS DV and the other MCP Build Alternatives to below a level of significance.

4.2.4 Unavoidable Significant Environmental Effects

As discussed above, the majority of the significant adverse impacts of Alternative 9 TWS DV and the other MCP Build Alternatives can be substantially avoided, minimized, and/or mitigated to below a level of significance based on the measures provided in the ECR/MMRP in Appendix F. However, some significant adverse impacts of Alternative 9 TWS DV and the other MCP Build Alternatives cannot be reduced to below a level of significance. Those unavoidable adverse impacts of Alternative 9 TWS DV and the other MCP Build Alternatives are discussed below. The specific avoidance, minimization, and mitigation measures that would apply to these significant adverse impacts of Alternative 9 TWS DV and other MCP Build Alternatives are discussed briefly in this section and in Section 4.3 (Mitigation Measures for Significant Impacts Under CEQA).

4.2.4.1 Aesthetics (CEQA Checklist Questions I.a through I.d)

As discussed in detail in Section 3.7 (Visual/Aesthetics), Alternative 9 TWS DV and the other MCP Build Alternatives would result in adverse impacts on scenic vistas, would substantially damage scenic resources, would substantially degrade the existing visual character and quality in the project area, and would create new sources of substantial light and glare. Mitigation Measures VIS-1 through VIS-8 would reduce the adverse impacts of Alternative 9 TWS DV and the other MCP Build Alternatives; however, even with implementation of mitigation, these impacts cannot

be reduced to a level below significant. The MCP project will alter the existing scenic resources to an extent where the project landscape plans, the aesthetic enhancements to soundwalls, and the additional visually pleasing hardscapes required in mitigation would not reduce the overall impact of the project to less than significant. As a result, Alternative 9 TWS DV and the other MCP Build Alternatives would result in significant unavoidable adverse impacts to scenic vistas, scenic resources, existing visual character and quality of the project area, and new sources of light and glare.

4.2.4.2 Agricultural Resources (CEQA Checklist Question II.a)

As shown in Table 3.3.C (Impacts to Farmland per Hectare [Acre]), in Section 3.3 (Farmlands/Timberlands), Alternative 9 TWS DV and the other MCP Build Alternatives will result in the loss of designated Farmlands. Mitigation Measures AG-1, AG-2, and AG-4 would assist in reducing impacts of Alternative 9 TWS DV and the other MCP Build Alternatives; however, because the farmlands cannot be replaced in-kind, the project impacts to designated Farmlands are unavoidable and significant.

4.2.4.3 Cultural Resources (CEQA Checklist Questions V.a, V.b, and V.d)

As the result of the phased approach used for the Section 106 process for the MCP project, only those cultural resources affected by the Locally Preferred Alternative (Alternative 9 TWS DV) are being evaluated with the exception of historic resources that qualify as Section 4(f) properties, which are being evaluated for all the MCP Build Alternatives. CEQA and Public Resources Code (PRC) Section 5024 require state agencies to identify and preserve state-owned historical resources that are eligible for the National Register of Historic Places (National Register). Identification efforts were made for cultural resources on all the MCP Build Alternatives. These efforts included, research, field survey, and consultation with Indian Tribes and historic groups. However, under the Section 106 phased approach, only archaeological resources within Alternative 9 TWS DV underwent Phase II excavation to determine eligibility for listing in the National Register. The level of effort for Alternative 9 TWS DV and the other MCP Build Alternatives is adequate for the purposes of Section 106 and CEQA and documents that no National Register eligible state-owned historical resources are located within the area of area of potential effects (APE).

Historic properties under Section 106 of the National Historic Preservation Act (NHPA) that are discussed in Section 3.8 are also considered historical resources for

the purpose of CEQA. Based on the information provided in Section 3.8, a total of 11 historical resources occur within the total limits of all the MCP Build Alternatives. The 11 historical resources comprise:

- Six archaeological sites (P-33-1512, P-33-1650/P-33-16687, P-33-4759/H, P-33-13791, P-33-16598, and P-33-16679) that are eligible for the National Register and the California Register of Historical Resources (California Register);
- Three archaeological sites (P-33-1649, P-33-12230, and LSA-JCV531-S-207) that are assumed eligible for the National and California Registers and will be protected with the use of Environmentally Sensitive Areas (ESAs) during project construction; and
- As discussed in the *Preliminary Recommendations of Eligibility and Levels of Effect* (LSA Associates, Inc., 2008), two historical resources that were identified in the project alternatives: the C.B. Bullock House (P-33-7640) and the CBJ (Burrows) Dairy.

Pursuant to CEQA Guidelines Section 15064.5(b), a project may cause a substantial adverse change in the significance of an historical resource if it results in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired.

Table 4.2.C lists the 11 historical resources in the MCP Build Alternatives and indicates which alternatives impact these resources. As shown, Alternative 9 TWS DV will impact and at least partially demolish three historical resources: P-33-1512, P-33-1650/P-33-16687, and P-33-16679. As a result, under CEQA there will be a Substantial Adverse Change to these three resources under Alternative 9 TWS DV and mitigation is required.

Under CEQA, there will be a finding of no substantial adverse change for historical resource P-33-16598 for Alternative 9 TWS DV because the part of that site within the disturbance limits for Alternative 9 TWS DV is not a contributing element to the overall eligibility for listing of this site in the California Register. However, mitigation is still required to address the direct effects of Alternative 9 TWS DV to P-33-16598.

Table 4.2.C Summary of Historical Resources

Resources Determined Significant	MCP Alternatives that Impact Resource						Summary of Effect
	4	5	6	7	9	9 SJN DV	
P-33-1512, Prehistoric Quarry Site					X		Alternative 9 TWS DV would result in the physical destruction of the southern third of P-33-1512, with the exception of the southernmost tip. The other MCP Build Alternatives avoid this resource.
P-33-1649, Prehistoric Quarry, ESA					X		This resource will be protected by ESAs during construction and will experience no adverse effect under Alternative 9 TWS DV. Under Alternative 9 TWS DV, there would be no substantial adverse change.
P-33-1650/33-16687, Prehistoric Quarry Site					X		Alternative 9 TWS DV would result in the physical destruction of roughly the eastern 60 percent of the site. The other MCP Build Alternatives avoid this site.
P-33-4759/H, Cajalco Tin Mine District			X	X			Alternatives 6 and 7 pass through Site 33-4759, resulting in the same use/take of this historic site: 25.2 ha (62.5 ac). Alternatives 4, 5, and 9 avoid this site.
P-33-7640, C.B. Bullock House	X		X				This resource would be impacted by Alternatives 4 and 6 and may result in a substantial adverse change to the site under CEQA. Alternatives 5, 7, and 9 avoid this site.
P-33-12230, Prehistoric Habitation Site, ESA					X		This resource will be protected by ESAs during construction and will have no adverse effect for Alternatives 4, 5, 6, and 7. Under Alternative 9 TWS DV, there would be no substantial adverse change.
P-33-13791, Prehistoric Village Site	X	X	X	X			Three site loci (33-816, 33-817, and 33-818) are located within the direct area of potential effects (APE) for Alternatives 4, 5, 6, and 7, which all result in the same use of this historic site: 8.3 ha (20.5 ac). Alternative 9 avoids this site.
P-33-16598, Multi-use Prehistoric Site	X	X	X	X	X		All the MCP Build Alternatives except the SJN DV would result in the physical destruction of the northeastern 7 percent of P-33-16598. The area that would be impacted is highly disturbed and does not contribute to the overall site eligibility for the National or California Registers. Therefore, the direct effect would not be adverse to the historic property under NEPA, and there would not be a substantial adverse change to the historical resource under CEQA.

Table 4.2.C Summary of Historical Resources

	MCP Alternatives that Impact Resource						
P-33-16679, Multi-use Prehistoric Site					X		Alternative 9 TWS DV would result in the physical destruction of 95 percent of P-33-16679. Therefore, there would be an adverse effect to this historic site under NEPA and a substantial adverse change to the historical resource under CEQA. The other MCP Build Alternatives avoid this site.
LSA-JCV531-S-207, ESA					X		This resource will be protected by ESAs and will have no adverse effect. Under Alternative 9 TWS DV, there would be no substantial adverse change.
CBJ (Burrows) Dairy	X	X	X	X	X	X	The CBJ (Burrows) Dairy falls within the APE for Alternatives 4, 5, 6, 7, and 9. The majority of the resource and its structures are located within the SJN DV. Only a small part of the vacant area on the eastern end of the property falls into the SJS segment alignment, which is common to all MCP Build Alternatives. No effect except under the SJN DV.

ac = acres
California Register = California Register of Historical Resources
CEQA = California Environmental Quality Act
ESA = Environmentally Sensitive Area
ha = hectares
MCP = Mid County Parkway
National Register = National Register of Historic Places
NEPA = National Environmental Policy Act
SJN DV = San Jacinto North Design Variation

There will also be a finding of no substantial adverse change for three sites within Alternative 9 TWS DV that will be protected by ESAs: P-33-1649, P-33-12230, and LSA-JCV531-S-207. Alternative 9 TWS DV will not impact, demolish, or otherwise materially alter these properties in an adverse manner and will not result in a significant impact to these resources; therefore, no mitigation is required.

The C.B. Bullock House does not fall within Alternative 9 TWS DV. The CBJ (Burrows) Dairy does fall within Alternative 9 TWS DV on both the San Jacinto South (SJS) and South Jacinto North (SJN) segments. Specifically, the majority of the resource and its structures are located within Segment SJN, which is a design. Only a small part of the vacant land found on the eastern end of the property falls into Segment SJS. Segment SJS is part of Alternative 9 TWS DV. Alternative 9 TWS DV will have only a minor impact on the CBJ (Burrows) Dairy, and it will not impact,

demolish, or otherwise materially alter the property in an adverse manner and will not result in a significant impact to the resource; therefore, no mitigation is required.

In addition, as discussed in Section 3.8 (Cultural Resources), Alternative 9 TWS DV and the other MCP Build Alternatives may result in adverse impacts to previously unknown cultural resources in the MCP APE that may be discovered during construction. These impacts could potentially result in a substantial adverse change in the significance of previously unknown historical resources pursuant to Section 15064.5 of the *CEQA Guidelines;* therefore, mitigation is required.

Mitigation Measure AR-1 requires preparation of an Archaeological Monitoring Plan to establish procedures for archaeological resource surveillance and procedures for temporarily halting or redirecting work to permit identification, sampling, and evaluation of archaeological resources. Mitigation Measure AR-1 provides specific instruction for data recovery at three sites (P-33-1512, P-33-1650/P-16687, and P-16679) and recommended the maintenance of an ESA for three known archaeological sites (P-33-1649, P-33-12230, and LSA-JCV531-S-207). While the Archaeological Monitoring Plan is meant to reduce the potential for impacts to resources, the measure cannot reduce impacts to a level less than significant.

There are no documented locations of human remains in the disturbance limits for Alternative 9 TWS DV and the other MCP Build Alternatives; however, there is the potential that previously undocumented human remains could be disturbed during construction of the MCP project. Therefore, as discussed in Mitigation Measure AR-1, should any undocumented human remains be discovered, the construction contractor would comply with State Health and Safety Code Section 7050.5 by ceasing activity in any area or nearby area suspected to overlie remains and contacting the County Coroner. If the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendant (MLD) pursuant to Public Resources Code Section 5097.98 and California Code of Regulations Section 15064.5. If previously undocumented human remains cannot be avoided by the MCP project, compliance would not likely reduce those adverse impacts to below a level of significance; therefore, these impacts of the MCP project would be significant and unavoidable.

4.2.4.4 Land Use and Planning (CEQA Checklist Questions IX.b and IX.c)

As discussed in detail in Section 3.1 (Land Use), Alternative 9 TWS DV and the other MCP Build Alternatives would impact existing land uses. Alternative 9 TWS DV and the other MCP Build Alternatives are inconsistent with some of the goals and policies of several elements of the General Plans of Riverside County and the Cities of Corona, Perris and San Jacinto, and construction of the project would temporarily impact access to residences and businesses. Appropriate signage, temporary sidewalks, and a public information field office will be required to notify communities prior to construction, as indicated in Mitigation Measures LU-1 and LU-2. Alternative 9 TWS DV and the other MCP Build Alternatives will require amendments to the applicable General Plans, as indicated in Mitigation Measure LU-3, to reflect the final MCP alignment, interchange locations, and to change the land use designations on property that would be acquired for the project to a transportation or public use designation. In addition, Alternative 9 TWS DV and the other MCP Build Alternatives would result in adverse impacts on existing Habitat Conservation Plans, including Lake Mathews MSHCP, El Sobrante Landfill MSHCP, and the Lake Mathews-Estelle Mountain Stephens' Kangaroo Rat Reserve, as follows:

- Lake Mathews MSHCP: Impacted by Alternatives 4, 5, 6, and 7; avoided by Alternative 9 TWS DV.
- El Sobrante Landfill MSHCP Plan Area: Impacted by Alternatives 4, 5, and 9 TWS DV; avoided by Alternatives 6 and 7. Alternatives 4, 5, and 9 TWS DV all result in the same amount of impact on this MSHCP Plan Area.
- Lake Mathews-Estelle Mountain Stephens' Kangaroo Rat Reserve: Impacted by Alternatives 4, 5, 6, 7, and 9 TWS DV. Alternative 9 TWS DV would result in the least amount of impact on this reserve of all the MCP Build Alternatives.

Mitigation to reduce the potential impacts of Alternative 9 TWS DV and the other MCP Build Alternatives on these plans and reserves is provided in Mitigation Measures LU-3, HCP-1, and HCP-2. However, because the Cities, County, and permittees of each Habitat Conservation Plan have the overall discretionary action to amend their respective plans, impacts of the project to Habitat Conservation Plans are significant and unavoidable because RCTC cannot ensure at this time these plans will be amended.

4.2.4.5 Noise (CEQA Checklist Questions XI.a and XI.c)

As discussed in detail in Section 3.15 (Noise), sensitive receptors would be exposed to noise levels exceeding the noise abatement criteria (NAC) under all MCP Build Alternatives. Soundwalls that are considered both reasonable and feasible would be constructed to minimize these impacts. However, under all MCP Alternatives, sensitive receptors would still be exposed to noise levels exceeding the NAC. Alternative 9 would increase the noise levels at the following receptors where soundwalls were not found to be reasonable and feasible and, as a result, the noise levels would exceed or continue to exceed the NAC: R-62, R-63, R-64, R-70, R-75, R-76, R-80, R-85, R-89, R-90, R-96, R-97, R-127, R-129, R-131, R-143, R-158, R-160, R-161, R-162, R-163, R-164, R-168, R-170, R-178, R-179, R-180, R-181, R-187, R-188, R-190, and R-235. Tables and maps showing these receptor locations and receptors affected by the other MCP Build Alternatives are provided in Section 3.15.

As discussed above, Alternative 9 would result in long-term noise impacts at sensitive receptor locations. The future with project noise levels would significantly exceed (a greater than a 3 A-weighted decibel [dBA] increase) the No Build Alternative noise levels at the following receptor locations where soundwalls were not found to be reasonable and feasible: R-63, R-64, R-76, R-89, R-90, R-127, R-143, R-144, R-145, R-158, R-159, R-164, R-170, R-179, R-180, R-181, R-187, R-188, R-223, R-224, and R-235. Therefore, the MCP project would result in a generation of noise levels in excess of NAC standards and a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, even with implementation of soundwalls; therefore, impacts are significant and unavoidable.

4.2.4.6 Transportation/Traffic (CEQA Checklist Question XV.b)

As discussed in detail in Section 3.6 (Traffic and Transportation/Pedestrian and Bicycle Facilities), for purposes of establishing traffic impacts for the MCP project consistent with Caltrans procedures, roads and intersections were considered to be operating adequately if they operated at level of service (LOS) C or better. In cases where improvement to LOS C was considered infeasible, Caltrans procedures indicate that roads and intersections can be considered to be operating adequately if they operate at LOS D or better. This method of determining significance was selected to be consistent with Caltrans procedures as indicated in the MCP *Traffic Technical Report* (VRPA, 2008) even though some local jurisdictions have less stringent requirements. In the case of the freeway mainline segments, ramps and weaving areas, operation at LOS D or better was considered to be adequate.

Most of the freeways, ramps, and intersections in the MCP study area are expected to operate at acceptable LOS in 2035 for Alternative 9 TWS DV and the other MCP Build Alternatives, with exceptions at I-15, Interstate 215 (I-215), and local circulation, as explained in detail in Section 3.6.

The following adverse impacts related to LOS would occur under Alternative 9 TWS DV:

- The intersection of Van Buren Boulevard and the I-215 northbound ramp is projected to operate at LOS E during p.m. peak hours in 2035. No feasible measures have been identified to reduce this impact of Alternative 9 TWS DV to a level below significance.
- The I-15 mainline from Ontario Avenue to SR-91, including the I-15/SR-91 interchange, is also expected to experience traffic congestion under all the MCP Build Alternatives. Although no improvements are proposed by the MCP project in this area, traffic added by the project will contribute to LOS F conditions on this segment of I-15.

Mitigation is required to address impacts to the I-15 mainline. Mitigation Measure TR-1 requires RCTC to conduct a study to determine the most beneficial and cost-effective transportation improvements that will mitigate the traffic impacts of the MCP project on I-15 and on the I-15/SR-91 interchange. However, even with implementation of Mitigation Measure TR-1, impacts to the I-15 mainline may not be reduced to a level of less than significant; therefore, impacts to LOS standards are significant and unavoidable.

4.2.4.7 Mandatory Findings of Significance (CEQA Checklist Questions XVII.b and XVII.c)

Alternative 9 TWS DV and the other MCP Build Alternatives, when combined with other cumulative projects, would contribute to a cumulative loss of farmlands, visual/aesthetics, cultural resources, paleontological resources, natural communities, wetlands and other waters, plant species, animal species, and threatened and endangered species. Anticipated cumulative impacts include the permanent loss of farmlands, the loss of significant cultural resources, and the continued destruction and recovery of paleontological resources as a result of excavation associated with construction of the MCP and other future land development and infrastructure projects.

Alternative 9 TWS DV and the other MCP Build Alternatives have the potential to result in substantial adverse effects on human beings, particularly as a result of significant unavoidable long-term noise impacts. Alternative 9 TWS DV and the other MCP Build Alternatives would also result in significant unavoidable adverse impacts related to aesthetics, hydrology, and traffic. While not specifically affecting humans, these impacts would change the environment, which could be perceived by some humans as a substantial adverse impact on humans.

4.2.5 Significant Irreversible Environmental Changes

Section 3.23 (Relationship between Local Short-Term Uses of the Human Environment and the Maintenance and Enhancement of Long-Term Productivity) and Section 3.24 (Irreversible and Irretrievable Commitments of Resources that would be Involved in the Proposed Project) describe the potential long-term commitments of resources if an MCP Build Alternative is implemented. The construction of Alternative 9 TWS DV or the other MCP Build Alternatives would result in long-term and permanent commitments of natural, physical, human, and fiscal resources to the project. Land acquired for the project would be permanently committed to transportation use and would no longer be available for reserve, agricultural, residential, commercial, or other uses. Other permanent environmental changes associated with Alternative 9 TWS DV and the other MCP Build Alternatives include increased noise levels, increased nighttime lighting, altered viewsheds, changes in community cohesion, the removal of residential and nonresidential uses, and the loss of archaeological site values.

4.2.6 Climate Change/Global Warming

4.2.6.1 Affected Environment

Global warming is the observed increase in the average temperature of the Earth's atmosphere and oceans in recent decades. The Earth's average near-surface atmospheric temperature rose 0.6 ± 0.2 °Celsius (° C) (1.1 ± 0.4°Fahrenheit [° F]) in the 20th century. The prevailing scientific opinion on climate change is that most of the warming observed over the last 50 years is attributable to human activities.[1] The increased amounts of carbon dioxide (CO_2) and other greenhouse gases (GHGs) are the primary causes of the human-induced component of warming. They are released

[1] Intergovernmental Panel on Climate Change (IPCC), Climate Change 2001: The Scientific Basis, http://www.grida.no/climate/ipcc_tar/wg1/index.htm.

by the burning of fossil fuels, land clearing, and agriculture, etc. and lead to an increase in the greenhouse effect.

GHGs are present in the atmosphere naturally, released by natural sources, or formed from secondary reactions taking place in the atmosphere. They include CO_2, methane, nitrogen dioxide (NO_2), and ozone (O_3). In the last approximately 200 years, mankind has been releasing substantial quantities of GHGs into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere, enhancing the natural greenhouse effect, which is believed to be causing global warming. While man-made greenhouse gases include CO_2, methane, and NO_2, some gases, like chlorofluorocarbons (CFCs), are relatively new to the atmosphere.

Natural sources of CO_2 include the respiration (breathing) of animals and plants and evaporation from the oceans. Together, these natural sources release about 136 billion tonnes (150 billion tons) of CO_2 each year, far outweighing the 6 billion tonnes (7 billion tons) of man-made emissions from fossil fuel burning, waste incineration, deforestation, and cement manufacture. Nevertheless, natural removal processes, such as photosynthesis by land- and ocean-dwelling plant species, cannot keep pace with this extra input of man-made CO_2; consequently, the gas is building up in the atmosphere.

Methane is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources include wetlands, termites, and oceans. Man-made sources include the mining and burning of fossil fuels, digestive processes in ruminant animals such as cattle, rice paddies, and the burying of waste in landfills. Total annual emissions of methane are about 453 million tonnes (500 million tons), with man-made emissions accounting for the majority. As with CO_2, the major removal process of atmospheric methane—chemical breakdown in the atmosphere—cannot keep pace with source emissions, and methane concentrations in the atmosphere are increasing.

California is a substantial contributor of global GHGs, emitting over 362 million tonnes (400 million tons) of CO_2 per year.[1] Climate studies indicate that California is likely to see an increase of 1.7 to 2.2°C (3 to 4°F) over the next century. Because primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are

[1] California Energy Commission, *Inventory of California GHG Emissions and Sinks: 1990 to 2004,* 2006. http://www.energy.ca.gov/global_climate_change/inventory/documents/index.html.

generally well mixed, their impact on the atmosphere is mostly independent of the point of emission.

Climate change refers to any significant change in measures of climate (such as temperature, precipitation, or wind) lasting for an extended period (decades or longer). Climate change may result from:

- Natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;
- Natural processes within the climate system (e.g., changes in ocean circulation, reduction in sunlight from the addition of GHGs and other gases to the atmosphere from volcanic eruptions); or
- Human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, desertification).

The impact of anthropogenic activities on global climate change is readily apparent in the observational record. For example, surface temperature data shows that 11 of the 12 years from 1995 to 2006 rank among the 12 warmest since 1850, the beginning of the instrumental record for global surface temperature.[1] In addition, the atmospheric water vapor content has increased since at least the 1980s over land and sea and in the upper atmosphere, consistent with the capacity of warmer air to hold more water vapor; ocean temperatures are warmer to depths of 914 m (3,000 ft); and a marked decline has occurred in mountain glaciers and snow pack in both hemispheres, polar ice, and ice sheets in both the Arctic and Antarctic regions.

Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, CH_4 (methane), and N_2O (nitrous oxide) from before the start of industrialization (around 1750) to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from around 1750 to the present, global CO_2 concentrations increased from a preindustrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the preindustrial period range.

---

1 Intergovernmental Panel on Climate Change, Climate Change 2007: The Physical Science Basis, Summary for Policymakers, February 2007.

The primary effect of global climate change has been a rise in the average global tropospheric temperature of 0.2°C (0.4°F) per decade, determined from meteorological measurements worldwide between 1990 and 2005.[1] Climate change modeling using 2000 emission rates shows that further warming would occur, which would induce further changes in the global climate system during the current century.[2] Changes to the global climate system and ecosystems and to California would include, but would not be limited to:

- The loss of sea ice and mountain snow pack, resulting in higher sea levels and higher sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;[3]
- A rise in the global average sea level primarily due to thermal expansion and melting of glaciers and ice caps in the Greenland and Antarctic ice sheets;[4]
- Changes in weather that include widespread changes in precipitation, ocean salinity, and wind patterns, and more energetic and aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;[5]
- A decline in Sierra snowpack, which accounts for approximately half of the surface water storage in California by 70 percent to as much as 90 percent over the next 100 years;[6]
- An increase in the number of days conducive to O_3 formation by 25–85 percent (depending on the future temperature scenario) in high-O_3 areas of Los Angeles and the San Joaquin Valley by the end of the 21st century;[7] and
- High potential for erosion of California's coastlines and seawater intrusion into the delta and levee systems due to the rise in sea level.[1]

---

1 Intergovernmental Panel on Climate Change, Climate Change 2007: The Physical Science Basis, Summary for Policymakers, February 2007.

2 Ibid.

3 Ibid.

4 Ibid.

5 Ibid.

6 California Environmental Protection Agency, *Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature (Executive Summary)*, March 2006.

7 Ibid.

4.2.6.2 Regulatory Setting

According to a recent white paper by the Association of Environmental Professionals,[2] "…an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases."

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

One of the main strategies in the *Climate Action Program* to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of CO_2 from mobile sources, such as automobiles, occur at stop-and-go speeds 0–40 kilometers per hour (kph, 0–25 miles per hour [mph]) and speeds over 88.5 kph (55 mph). Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction in GHG emissions.

In 1967, California's Legislature passed the Mulford-Carrell Act, which combined two Department of Health bureaus, the Bureau of Air Sanitation and the Motor Vehicle Pollution Control Board, to establish the ARB. Since its formation, the ARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problem. The resulting state air quality standards set by the ARB continue to outpace the rest of the nation and have prompted the development of new antismog technology for industrial facilities and motor vehicles.

---

1 California Environmental Protection Agency, *Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature (Executive Summary)*, March 2006.

2 Hendrix, Michael, and Wilson, Cori. Recommendations by the Association of Environmental Professionals on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents (AEP, March 5, 2007, p. 2).

California's major initiatives for reducing GHG emissions are outlined in Assembly Bill 32 (AB 32), the "Global Warming Solutions Act," passed by the California state legislature on August 31, 2006; a 2005 Executive Order; and a 2004 ARB regulation to reduce passenger car GHG emissions. These efforts aim at reducing GHG emissions to 1990 levels by 2020, a reduction of approximately 25 percent, and then an 80 percent reduction below 1990 levels by 2050. The main strategies for making these reductions are outlined in the Scoping Plan, which when completed will include a range of GHG reduction actions that can include direct regulations, alternative compliance mechanisms, monetary and nonmonetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050. On January 18, 2007, California further solidified its dedication to reducing GHGs by setting a new Low Carbon Fuel Standard for transportation fuels sold within the state. Executive Order S-1-07 sets a declining standard for GHG emissions measured in CO_2 equivalent gram per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least 10 percent by 2020.

Pursuant to the requirements of AB 32, the state's reduction in global warming emissions will be accomplished through an enforceable statewide cap on global warming emissions that will be phased in starting in 2012. AB 32 required ARB to identify a list of "discrete early action greenhouse gas reduction measures" by June 30, 2007 (Health and Safety Code section 38560(a)). Once on the list, these measures are to be developed into regulatory proposals, adopted by the Board, and made enforceable by January 1, 2010. Additional early action items include a comprehensive framework of regulatory and nonregulatory elements that will result in significant and effective GHG emission reductions. ARB must prepare a plan demonstrating how the 2020 deadline can be met by January 1, 2009, or earlier. However, as immediate progress in reducing GHGs can and should be made, AB 32 directed ARB and the newly created Climate Action Team (CAT) to identify a list of "discrete early action GHG reduction measures" that can be adopted and made enforceable by January 1, 2010. CAT is a consortium of representatives from state

agencies who have been charged with coordinating and implementing GHG emission reduction programs that fall outside of ARB's jurisdiction.

To address GHG emission and global climate change in General Plans and CEQA documents, Senate Bill 97 (Chapter 185, 2007) requires the Governor's Office of Planning and Research (OPR) to develop CEQA guidelines on how to address global warming emissions and mitigate project-specific GHGs. OPR is required to prepare, develop, and transmit these guidelines on or before July 1, 2009. In the interim, OPR in conjunction with ARB has published a *CEQA and Climate Change Technical Advisory* (June 19, 2008) outlining a recommended approach for evaluating climate change in CEQA documents. The primary requirements of the OPR approach are to conduct a good-faith effort to calculate a proposed project's GHG emissions, determine significance, and mitigate any impacts to the extent feasible. The MCP project's GHG analysis adheres to the OPR recommended approach.

In a response to the transportation sector accounting for more than half of California's CO_2 emissions, Assembly Bill 1493 (AB 1493, Pavley) was enacted on July 22, 2002. AB 1493 requires ARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined to be vehicles whose primary use is noncommercial personal transportation in the state and that were manufactured in 2009 and all subsequent model years. In setting these standards, the ARB considered cost effectiveness, technological feasibility, and economic impacts. The ARB adopted the standards in September 2004. When fully phased in, the near-term (2009 to 2012) standards would result in a reduction of approximately 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the midterm (2013 to 2016) standards would result in a reduction of approximately 30 percent. Some currently used technologies that achieve GHG reductions include small engines with superchargers, continuously variable transmissions, and hybrid electric drive. To set its own GHG emissions limits on motor vehicles, California must receive a waiver from the EPA. The EPA denied the waiver in December 2007. In January 2008, the California Attorney General filed a petition for review of the EPA's decision in the Ninth Circuit Court of Appeals, although no decision on that petition has been made. Thus, California cannot enforce AB 1493 at this time.

Climate change and GHG reduction are also concerns at the federal level. However, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change at the federal level.

4.2.6.3 Impacts

Long-term Emissions

The purpose of Alternative 9 TWS DV and the other MCP Build Alternatives is to alleviate existing and future traffic congestion during peak hours. The MCP project will not generate new vehicular traffic trips since it will not construct new homes or businesses. However, there is a possibility that some traffic currently utilizing other routes would be attracted to use the MCP facility, thus resulting in slight increases in vehicle miles traveled (VMT). The impact of GHG emissions is a global rather than a local issue. Therefore, the impact of the MCP Build Alternatives on GHG emissions was calculated using traffic data for the Southern California Association of Governments (SCAG) region. As shown in Tables 4.2.D and 4.2.E, when compared to the 2035 No Build conditions, Alternative 9 TWS DV and the other MCP Build Alternatives would not substantially change the regional VMT or regional vehicle hours traveled (VHT). The VMT and VHT data listed in Tables 4.2.D and 4.2.E were used to calculate the CO_2 and CH_4 emissions for each of the project alternatives. The results of the modeling were used to calculate the CO_2 equivalent (CO_{2eq}) emissions listed in Table 4.2.F. As shown in Table 4.2.F, the proposed project alternatives would not significantly change the CO_{2eq} emissions within the SCAG region. Therefore, Alternative 9 TWS DV and the other MCP Build Alternatives would not contribute significantly to global warming.

RCTC is supporting efforts to reduce VMT traveled by supporting the planning and implementation of smart land use strategies by jurisdictions with local planning authority. These strategies include job/housing proximity, developing transit-oriented communities, and developing high density housing along transit corridors. RCTC is working closely with local jurisdictions on planning activities; however, RCTC does not have local land use planning authority. RCTC is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks. However, it is important to note that the control of the fuel economy standards is under the jurisdiction of the EPA and ARB.

Table 4.2.D Vehicle Miles Traveled within the SCAG Region

Alternative	Auto VMT	Truck VMT	Total VMT
Existing	349,700,131	26,674,632	376,374,763
2035 No Build	469,600,758	42,766,169	512,366,927
Alternative 4	469,861,870	42,763,307	512,625,177
Alternative 5	469,787,688	42,745,590	512,533,278
Alternative 6	469,738,281	42,752,772	512,491,053
Alternative 7	469,766,224	42,748,466	512,514,690
Alternative 9	469,757,587	42,760,335	512,517,921

Source: *Air Quality Analysis,* LSA Associates, Inc., 2008.
SCAG = Southern California Association of Governments
VMT = vehicle miles traveled

Table 4.2.E Vehicle Hours Traveled within the SCAG Region

Alternative	Auto VHT	Truck VHT	Total VHT	Avg. Speed
Existing	9,878,258	599,074	10,477,332	35.92
2035 No Build	13,391,871	950,592	14,342,464	35.72
Alternative 4	13,392,954	951,183	14,344,138	35.74
Alternative 5	13,399,888	852,002	14,351,890	35.71
Alternative 6	13,387,086	951,426	14,338,512	35.74
Alternative 7	13,396,197	951,441	14,347,638	35.72
Alternative 9	13,387,721	951,196	14,338,917	35.74

Source: *Air Quality Analysis,* LSA Associates, Inc., 2008.
SCAG = Southern California Association of Governments
VHT = vehicle miles traveled

Table 4.2.F CO_{2eq} Emissions within the SCAG Region

Alternative	Daily CO_{2eq} Emissions (lbs/day)	Increase from No Build (lbs/day)	Percent Increase from No Build
2035 No Build	480,544,751	-	-
2035 Alternative 4	480,669,365	124,615	0.026
2035 Alternative 5	480,801,678	256,928	0.053
2035 Alternative 6	480,503,932	-40,819	-0.008
2035 Alternative 7	480,705,298	160,548	0.033
2035 Alternative 9	480,521,777	-22,974	-0.005

CO_{2eq} = carbon dioxide equivalent
lbs/day = pounds per day
SCAG = Southern California Association of Governments

Short-term Emissions

Due to a lack of construction phasing and equipment information, it is not possible to estimate the GHG emissions that would be generated by the materials and equipment needed to complete Alternative 9 TWS DV and the other MCP Build Alternatives. However, when compared to the No Build Alternatives, the construction emissions from each of the MCP Build Alternatives would result in a significant increase in GHG emissions. Therefore, mitigation measures would be required. Implementation of Mitigation Measures AQ-4 through AQ-8, AQ-11, and AQ-12 would reduce the construction GHG emissions. However, the impact would remain significant and unavoidable.

4.3 Energy Conservation (CEQA Guidelines, Appendix F)

The CEQA Guidelines, Appendix F, Energy Conservation, state that EIRs are required to include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

The following items required for an energy analysis per the CEQA Guidelines are summarized below, with references to where information can be found in this EIR/EIS:

a) **Project Description:** The energy analysis in Section 3.16 includes an analysis of the energy consumed by the on-road vehicles for each of the MCP Build Alternatives and a discussion of temporary energy needs for construction operations.
b) **Environmental Setting:** The energy analysis in Section 3.16 includes a description of the fuel and natural gas currently consumed within the SCAG region.
c) **Environmental Impacts:** The energy analysis in Section 3.16 evaluates potential impacts associated with short-term construction and long-term operational energy consumption.
d) **Mitigation Measures:** The MCP project would result in a nominal (maximum of 0.03 percent) annual increase in regional energy consumption compared to the No Build Alternatives due to project operation as a result of increased VMT. Mitigation Measures AQ-1 through AQ-8, AQ-11, and AQ-12 (which are discussed in Section 3.14) will reduce impacts related to energy consumption.
e) **Alternatives:** The energy analysis in Section 3.16 evaluates the long-term energy consumption needs of each of the proposed MCP Build Alternatives.

f) **Unavoidable Adverse Effects:** Implementation of the MCP project would result in an unavoidable adverse effect of an annual increase of 0.03 percent in regional energy consumption.

g) **Irreversible Commitment of Resources:** Implementation of the MCP project would not commit any future resources that would preempt future energy development or future energy conservation.

h) **Short-term Gains versus Long-term Impacts:** As discussed in Section 3.16, the MCP project would result in a nominal increase in long-term energy consumption.

i) **Growth-Inducing Effects:** The purpose of the proposed project is to accommodate planned growth in western Riverside County. The MCP project would not generate any new vehicle trips.

4.4 Mitigation Measures for Significant Impacts Under CEQA

As discussed above, a number of avoidance, minimization, and mitigation measures were developed to address the adverse impacts of the Locally Preferred Alternative (Alternative 9 TWS DV) and the other MCP Build Alternatives that can be reduced below a level of significant with mitigation and those that will still be significant and unavoidable after mitigation. Appendix F provides the complete language of each avoidance, minimization, and mitigation measure applicable to Alternative 9 TWS DV and the other MCP Build Alternatives, and provides the environmental mitigation measures that will be adopted by RCTC when it certifies the Final EIR. Those measures are listed below by environmental topic.

- Aesthetics: Mitigation Measures VIS-1 through VIS-8
- Agricultural Resources: Mitigation Measures AG-1 through AG-4
- Air Quality: Mitigation Measures SC-1 through SC-14 and AQ-1 through AQ-13
- Biological Resources: Mitigation Measures Habitat Conservation Plan-1 through Habitat Conservation Plan-3, BIO-1 through BIO-3, WET-1 through WET-4, PS-1, AS-1 through AS-4, and TE-1 through TE-3
- Cultural Resources: AR-1 and PAL-1
- Energy/Climate Change/Global Warming: AQ-1 through AQ-8, AQ-11, and AQ-12
- Geology and Soils: Mitigation Measures GEO-1 through GEO-4
- Hazards and Hazardous Materials: Mitigation Measures HW-1 through HW-10
- Hydrology and Water Quality: Mitigation Measures WQ-1 through WQ-4
- Land Use and Planning: Mitigation Measures LU-1 through LU-4

- Noise: Caltrans Standard Conditions and reasonable and feasible soundwalls
- Transportation/Traffic: Mitigation Measures TR-1 through TR-3
- Utilities and Service Systems: Mitigation Measures US&E-1 through US&E-10

4.5 Environmentally Superior Alternative

For the MCP project, No Build Alternative 1A (the "no project" alternative under CEQA) is the environmentally superior alternative. Alternative 1A does not meet the project objectives, as follows:

1. Alternative 1A would not effectively and efficiently accommodate regional west-east movement of people and goods between and through Corona, Perris, and San Jacinto. As documented in Section 1.2.2.1 of this EIR/EIS, travel times between I-15 in Corona and SR-79 in San Jacinto would be almost three times longer under Alternative 1A (approximately 90 minutes) than with the MCP Build Alternatives (approximately 30 minutes).
2. Alternative 1A would not provide increased capacity to support the forecast travel demand for the 2035 design year. As documented in Table 1.2.A of this EIR/EIS, Cajalco Road and Ramona Expressway would operate at LOS F under Alternative 1A.
3. Alternative 1A would not provide a limited access parkway. As documented in Section 1.2.2.2 of this EIR/EIS, Alternative 1A would not limit access to Cajalco Road and Ramona Expressway, which would impede traffic flow.
4. Alternative 1A would not provide roadway geometrics to meet State highway design standards. As documented in Section 1.2.2.2 of this EIR/EIS, Alternative 1A would not meet State highway design standards.
5. Alternative 1A would not accommodate STAA National Network trucks. As documented in Section 1.2.2.2 of this EIR/EIS, Alternative 1A would not meet State highway design standards and therefore would not be able to accommodate STAA National Network trucks.
6. While Alternative 1A would not be incompatible with a future multimodal transportation system, it would not provide the improved mobility that will enable commuters to better access the future Perris Valley Line (PVL) commuter rail project and Perris Multimodal Facility.

While Alternative 1A would not meet the project objectives, it would also not result in most of the significant adverse environmental impacts discussed in Chapter 3 and

Section 4.2 above. However, as documented in Section 3.6 of this EIR/EIS, Alternative 1A would result in traffic LOS that do not meet local or State standards.

Section 15126.6(e)(2) of the CEQA Guidelines requires that, when the "no project" alternative is the environmentally superior alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. As described in detail in Section 2.8 of this EIR/EIS, because it is the least impacting alternative to the human and natural environment, Alternative 9 TWS DV has been identified as the Locally Preferred Alternative. Alternative 9 TWS DV is also considered the environmentally superior alternative under CEQA. The basis for this conclusion is that Alternative 9 TWS DV is the least damaging to water resources and aquatic ecosystems, wildlife threatened and endangered species, and existing reserve lands (and completely avoids the Metropolitan Water District of Southern California [Metropolitan] MSHCP reserve area), and avoids a potential Native American sacred site. Alternative 9 TWS DV is the least impacting to existing business and residential access and travel patterns, impacts the least acreage of farmland, and requires the least number of residential and business relocations. Alternative 9 TWS DV does not directly impact any schools and has the lowest direct impacts to low-income/minority populations. Alternative 9 TWS DV will have the least impact to noise-sensitive land uses and will require the fewest sound barriers.

This page intentionally left blank

Chapter 5 Comments and Coordination

Early and continuing coordination with the general public and the Mid County Parkway (MCP) partner agencies has been an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project has been accomplished through a variety of formal and informal methods, including: the MCP website (http://www.midcountyparkway.org/), public scoping meetings held in late 2004 and August 2005, continued coordination with MCP partner agencies, monthly project team development meetings, meetings with other agencies and interested parties, and ongoing consultation with Native American tribes. This chapter summarizes the efforts of the Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) to fully identify, address, and resolve project-related issues through early and continuing coordination.

5.1 Scoping Process

5.1.1 Prescoping Meetings

The environmental scoping process to involve the public on the MCP Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was initiated with three Pre-Scoping Meetings held by RCTC in September 2004. These meetings were held in three different places: Valley Wide Recreation and Park District in the City of San Jacinto, Val Verde Unified School District in the City of Perris, and Eagle Glen Golf Course in the City of Corona, on September 21, 22, and 23, 2004, respectively. The meetings were held to seek citizen and agency input regarding potential concerns and benefits of a new corridor in the area of Cajalco Road and Ramona Expressway. Common issues raised were by individual property owners typically stating preferences for alternatives that were not on or near their properties and for environmental concerns (i.e., aesthetics, air quality, water quality, community impact, etc). This public input was used to develop preliminary project alternatives.

5.1.2 Scoping Meetings

In December 2004, three public scoping meetings were held in different locations within the study area. The first meeting was held at the Eagle Glen Golf Course in the City of Corona on December 7 (approximately 100 attendees). The second meeting was held at Lakeside Middle School in the City of Perris on December 9 (approximately 30 attendees), and the third meeting was held at Tomas Rivera Middle School in Perris on December 14 (approximately 100 attendees). Public notices were sent out for the Public Scoping meetings to the Press Enterprise, Sentinel Weekly News, Valley Chronicle, Perris Progress, Perris City News, and La Prensa. Dates of the publication of the notice were as follows:

- November 20, 2004: Press Enterprise (Hemet/San Jacinto Perris, Corona/Norco Moreno Valley, and Riverside Zones)
- November 24, 2004: Press Enterprise (Hemet/San Jacinto Perris, Corona/Norco Moreno Valley, and Riverside Zones), Perris Progress
- November 25, 2004: Press Enterprise (Hemet/San Jacinto Perris, Corona/Norco Moreno Valley, and Riverside Zones), Sentinel Weekly News
- November 26, 2004: Valley Chronicle, La Prensa
- November 27, 2004: Press Enterprise (Hemet/San Jacinto Perris, Corona/Norco Moreno Valley, and Riverside Zones)
- December 1, 2004: Press Enterprise (Hemet/San Jacinto Perris, Corona/Norco Moreno Valley, and Riverside Zones), Perris Progress
- December 2, 2004: Sentinel Weekly News, Perris City News
- December 3, 2004: Press Enterprise (Hemet/San Jacinto Perris, Corona/Norco Moreno Valley, and Riverside Zones), Valley Chronicle, La Prensa
- December 8, 2004: Perris Progress
- December 9, 2004: Perris City News
- December 14, 2004: Press Enterprise (Hemet/San Jacinto Perris, Corona/Norco Moreno Valley, and Riverside Zones)

The scoping meetings included exhibits and informational handouts about the project to help participants learn about the planning and environmental review process, the alternatives under consideration, and environmental effects of the proposed alternatives. Bilingual staff from RCTC and the consultant team were available at each meeting to assist attendees who were more comfortable communicating in Spanish. The first two scoping meetings included several information stations that were set up with display boards to provide information, including an aerial

photograph showing the proposed alternatives in the MCP study area. Breakout/small-group sessions were then held in which people could discuss benefits, drawbacks, impacts, and additional ideas for the MCP project. An entire group discussion followed in which conclusions from the breakout sessions were presented and the meetings were concluded.

Due to the large crowd anticipated for the third meeting, the meeting format was slightly modified to eliminate breakout sessions. Instead, attendees' written questions were read aloud and responded to by RCTC staff and project consultants. At all three meetings, these questions and responses were recorded on large wall graphics available in the *Scoping Summary Report* (LSA, 2008).

On August 3, 2005, RCTC held a community meeting at the Columbia Elementary School in the city of Perris to present the two new alignments under consideration. At the meeting, RCTC also included: (1) a review of the project's purpose and need, (2) the history of the Alternatives, and (3) a review of the comments received during the original scoping process. Two hundred ninety-four (294) people attended the meeting and submitted their comments and/or concerns for the two new alignments. A copy of the agenda, the sign-in forms, and the comment cards are located in the *Scoping Summary Report* (LSA, 2008).

Additional public agency input was received from the distribution of a Notice of Preparation (NOP) on November 15, 2004, a publication of a Notice of Intent (NOI) in the Federal Register on November 22, 2004, and distribution of a Supplemental NOP on July 31, 2007. The NOPs and NOI were intended to advise the public that a joint EIR/EIS would be developed for an east-west transportation corridor in western Riverside County known as the Mid County Parkway. The Supplemental NOP was specifically issued to inform the public that a refined suite of Alternatives had been proposed since the previous NOP. The NOPs were circulated to public agencies and other interested parties and provided approximately 30 days for comment on the proposed MCP project. Comments were received from federal, state, and local agencies, as well as interested parties and the public, that provided valuable insights into the issues and concerns of potentially affected agencies, groups, and individuals. For a more detailed understanding of the issues and concerns identified in response to the NOPs and NOI, please see the NOP, NOI, and Supplemental NOP comment letters provided in the *Scoping Summary Report* (LSA, 2008). Copies of the NOPs and NOI are provided in Appendix J (Attachment 1) of this Draft EIR/EIS and in the

Scoping Summary Report (LSA, 2008), and summaries of the comments received from the NOPs and NOI are presented later in this chapter.

5.2 Consultation and Coordination with Public Agencies

A Small Working Group was established for the MCP project. The Small Working Group is a multi-agency collaborative including RCTC, Caltrans, FHWA, United States Fish and Wildlife Service (USFWS), United States Environmental Protection Agency (EPA), United States Army Corps of Engineers (USACE), California Department of Fish and Game (CDFG), and other agencies with an interest in the project. The Small Working Group is intended to discuss and give input at key decision points during the environmental review process. Participants are also able to participate in concurrent review of environmental documents and provide technical assistance. Key milestone actions of the MCP Small Working Group include concurrence on Purpose and Need (January 2004), preliminary concurrence on the initial suite of Alternatives (November 2004), consensus on evaluation criteria for selection of a Preferred Alternative (December 2004), preliminary agreement on a revised suite of Alternatives (November 2005), final agreement on the suite of Alternatives (May 2007), preliminary agreement to move forward in pursuing a Preferred Alternative (May 2007).

In addition to the Small Working Group meetings and monthly Project Development Team (PDT) meetings, meetings have been held with public agencies on an as-needed basis during the project's development. The following provides a chronological list of meetings and critical decisions with public agencies made during the MCP project development process:

- October 2003: Participating agencies (RCTC, Caltrans, FHWA, USFWS, USACE, EPA, CDFG and the County of Riverside) met and signed a Partnership Agreement committing to streamlined completion of the MCP project environmental review process. A copy of this agreement is included in Appendix J (Attachment 2).
- January 2004: A Statement of Purpose and Need was prepared and submitted to participating agencies for review. FHWA requested agency concurrence on the Purpose and Need statement. On January 29, 2004, and January 30, 2004, FHWA received concurrence from the USACE and EPA, respectively. Copies of the letters are included in Appendix J (Attachment 2).

- August 20, 2004: Preliminary meeting with the Pechanga Band of Luiseño Indians (Pechanga) and RCTC to discuss the MCP alignment in relation to cultural resources.
- September 20, 2004: RCTC sent letters to the USFWS, USACE, and EPA requesting preliminary concurrence on Alternatives to be carried forward in the environmental scoping process.
- October 4, 2004: As agreed upon at the August 20, 2004, meeting, the Pechanga Tribe met with the project consultant team to tour the project area and discuss impacts to cultural resources.
- October/November 2004: FHWA received preliminary concurrence on alternatives from the USACE and EPA (copies of the letters are included in Appendix J [Attachment 2]).
- December 2004–April 2005: Caltrans conducted four Value Analysis studies compliant with the National Highway System Act of 1995. The four Visual Analysis studies executed were on the State Route 79 (SR-79)/MCP interchange, Interstate 215 (I-215)/MCP interchange, Interstate 15 (I-15)/MCP interchange, and the mainline MCP.
- February 2, 2005: RCTC and the project consultant team met with the Pechanga Tribe to discuss cultural resource site avoidance.
- February 14, 2005: A field meeting with the Pechanga Tribe, RCTC, and the project consultant team was held to discuss culturally sensitive areas that may be impacted by the project.
- May 11, 2005: The Pechanga Tribe and the project consultant team visited a sacred site that the tribe requested be avoided.
- May–August 2005: The Metropolitan Water District of Southern California (Metropolitan) and the State Department of Water Resources (DWR) issued letters stating concerns with the close proximity of some of the MCP alignments to the Lake Mathews Dam, Lake Perris Dam, and adjoining facilities (copies of the letters are included in Appendix J [Attachment 2]).
- October 19, 2005: FHWA sent a request for preliminary concurrence on the revised range of Alternatives to be carried forward in the environmental process was submitted to participating agencies (copies of the letters are included in Appendix J [Attachment 2]).
- November/December 2005: FHWA received preliminary concurrence on Alternatives from the USACE and EPA and a response letter from USFWS indicating their informal role of providing technical assistance when requested (copies of the letters are included in Appendix J [Attachment 2]).

- October 2006: A field review was conducted with USACE and EPA staff to verify results of the jurisdictional delineation.
- March 27, 2007: General project orientation meeting with Native American tribes that included the Cahuilla Band of Indians (Cahuilla), the Gabrieleno/Tongva San Gabriel Band of Mission Indians (Gabrieleno/Tongva-San Gabriel), the Morongo Band of Mission Indians (Morongo), the Pechanga, the Ramona Band of Cahuilla Indians (Ramona), and the Soboba Band of Luiseño Indians (Soboba) to discuss Extended Phase I Survey (XPI) fieldwork, monitoring, reporting, and project concerns.
- April 18, 2007: Metropolitan sent RCTC a letter requesting RCTC chooses an alignment that addresses concerns identified in the letter (copy of the letter is included in Appendix J [Attachment 2].
- May 1, 2007: Field visit with the Cahuilla, Gabrieleno/Tongva-San Gabriel, Morongo, Pechanga, Ramona, and Soboba Native American Tribes to a sample of XPI sites.
- May 14, 2007: Meeting with the Cahuilla, Gabrieleno/Tongva-San Gabriel, Morongo, Pechanga, Ramona, and Soboba Native American Tribes to finalize monitoring of XPI fieldwork and address any further concerns before fieldwork began.
- May 2007: RCTC, Caltrans, and FHWA met with the State Historic Preservation Officer (SHPO) to discuss the process of determining eligibility and proposed phasing of the Section 106 process (a copy of the meeting summary is included in Appendix J [Attachment 2]).
- June 2007: RCTC met with staff from the Western Riverside County Regional Conservation Authority, USFWS, CDFG, and USA Waste (the permittee for the El Sobrante Landfill Multiple Species Habitat Conservation Plan [MSHCP]). As a result, refinements were made to the suite of Alternatives to minimize effects on the El Sobrante Landfill.
- July 24, 2007: RCTC and the project consultant team met with USFWS, Caltrans, CDFG, and the Regional Conservation Authority (RCA) to discuss the MCP approach for the MSHCP consistency analysis, and amendments to the Habitat Conservation Plan for the Stephens' kangaroo rat and the El Sobrante Landfill MSHCP.
- August 13, 2007: FHWA sent SHPO a letter identifying the cultural resource efforts made to date, the process, and what was planned for the future (a copy of the letter is included in Appendix J, Attachment 2).

- September 5, 2007: RCTC and the project consultant team met with USFWS and Caltrans to continue discussing MSHCP, EL Sobrante Habitat Conservation Plan, and Habitat Conservation Plan for the Stephens' kangaroo rat coordination and consistency analysis requirements for the MCP project.
- September 12, 2007: RCTC identified a locally preferred Alternative at the Commission meeting.
- September 28, 2007: FHWA sent letters to USACE, EPA, and USFWS requesting final concurrence on the suite of Alternatives to be discussed in the Draft EIR/EIS (copies of these letters are included in Appendix J, Attachment 2).
- October 5, 2007: RCTC and the project consultant team met with Caltrans and representatives from the Cahuilla, Gabrieleno/Tongva-San Gabriel, Morongo, Ramona, and Soboba Native American Tribes to discuss the Archaeological Evaluation Proposal (AEP) and the purpose, goals, and field methods to be used in the Phase II testing program.
- October 11, 2007: RCTC and the project consultant team met with the FHWA, Advisory Council on Historic Preservation (ACHP), Caltrans, and representatives from the Cahuilla, Gabrieleno/Tongva-San Gabriel, Pechanga, Ramona, and Soboba Native American Tribes. The meeting consisted of a field tour, discussion of field methods, and a subsequent discussion with tribal representatives regarding artifact curation and possible reburial.
- October 22, 2007: FHWA sent a letter to the Soboba Tribe in response to comments received from the tribe on the Draft AEP (a copy of the letter is included in Appendix J [Attachment 2]).
- October 24, 2007: FHWA sent a letter to the Pechanga Tribe in response to the comments received from the tribe on the Draft AEP (a copy of the letter is included in Appendix J [Attachment 2]).
- October 30, 2007: FHWA sent a letter to the Gabrieleno/Tongva-San Gabriel Tribe in response to comments received from the tribe on the Draft AEP (a copy of the letter is included in Appendix J [Attachment 2]).
- November 2, 2007: RCTC and the project consultant team met with the FHWA, Caltrans, and representatives from the Cahuilla, Morongo, and Soboba Native American Tribes during a morning tour of the Western Center for Archaeology and Paleontology (WCAP). RCTC also met in the afternoon with FHWA, Caltrans, and representatives from the Gabrieleno/Tongva-San Gabriel, Morongo, Pechanga, and Soboba Native American Tribes to address comments and concerns regarding the AEP and the testing program.

- November/December 2007: FHWA received final concurrence on the suite of Alternatives to be discussed in the Draft EIR/EIS from the USACE and EPA and a letter from USFWS stating their informal role (copies of the letters are included in Appendix J [Attachment 2]).
- December 19, 2007: RCTC and the project consultant team met with ACHP, SHPO, FHWA, and representatives of the Cahuilla, Gabrieleno/Tongva-San Gabriel, Gabrielino-Tongva, Pechanga, Ramona, and Soboba Native American Tribes to discuss the Preliminary Recommendations of Eligibility and Level of Effects memorandum that summarized the results of the testing program and the preliminary findings of the fieldwork, which was distributed to the tribes on December 14, 2007.
- January 10, 2008: RCTC and the project consultant team met in the field with representatives from the Cahuilla, Morongo, Pechanga, and Ramona Native American Tribes and confirmed that the nine possible cupule boulders of concern to the Pechanga Tribe were all outside of the MCP right of way.
- January 25, 2008: The Pechanga Tribe sent FHWA and RCTC a letter to provide comments on the Preliminary Recommendations of Eligibility and Level of Effects memorandum.
- January 29, 2008: RCTC and the project consultant team met with USA Waste, USFWS, CDFG, and the Riverside County Habitat Conservation Agency (RCHCA) to continue discussing the El Sobrante Habitat Conservation Plan.
- March 19, 2008: RCTC and the project consultant team participated in a teleconference with the transportation agencies (FHWA and Caltrans), SHPO, and ACHP to clarify the purpose, process, and distribution of the Preliminary Recommendations of Eligibility and Level of Effects memorandum as well as how the document would be incorporated into the Draft EIR/EIS.
- April 2, 2008: RCTC and the project consultant team met with the Bureau of Land Management (BLM) as a result of the letter submitted to RCTC by BLM in response to the Supplemental NOP.
- April 10, 2008: USACE sent RCTC a letter stating approval of the jurisdictional delineation for the MCP project (a copy of this letter is included in Appendix J, Attachment 2).
- April 21, 2008: RCTC sent letters to BLM and RCHCA summarizing the meeting and confirming the agreements reached on April 2, 2008 (a copy of these letters are included in Appendix J [Attachment 2]).
- May 5, 2008: RCHCA sent a response letter as requested by RCTC providing concurrence to the agreements reached at the April 2, 2008, meeting between

RCTC, BLM, and RCHCA (a copy of this letter is included in Appendix J [Attachment 2]).

- May 6, 2008: USA Waste (permittee of the El Sobrante Landfill) sent RCTC a letter regarding the El Sobrante Habitat Conservation Plan (a copy of this letter is included in Appendix J [Attachment 2]).
- May 9, 2008: FHWA sent the SHPO a letter requesting formal concurrence with the Phased Evaluation and FOE under Section 106 approach, as indicated by Mike McGuirt in the meeting held on May 23, 2007 (a copy of this letter is included in Appendix J [Attachment 2]).
- May 12, 2008: BLM sent a response letter as requested by RCTC providing concurrence on the agreements reached at the April 2, 2008, meeting between RCTC, BLM, and RCHCA (a copy of this letter is included in Appendix J [Attachment 2]).
- May 14, 2008: FHWA sent a letter to Caltrans stating acceptability (conditional approval) of the New/Modified Access Reports (a copy of this letter is included in Appendix J [Attachment 2]).
- May 16, 2008: FHWA sent a letter to the Pechanga Tribe in response to comments received from the tribe on January 25, 2008, for the Preliminary Recommendations of Eligibility and Levels of Effect memorandum (a copy of this letter is included in Appendix J [Attachment 2]).
- June 3, 2008: RCTC met with USA Waste to discuss the May 6, 2008, letter sent by USA Waste regarding impacts to the El Sobrante Landfill with implementation of the MCP project.
- June 27, 2008: SHPO sent a letter to FHWA stating concurrence on phased approach (a copy of this letter is included in Appendix J, Attachment 2).
- July 2, 2008: RCTC sent a letter to USA Waste to summarize the discussion and understandings reached at the June 3, 2008, meeting (a copy of this letter is included in Appendix J, Attachment 2).
- July 31, 2008: FHWA sent a letter to the State Historic Preservation Officer requesting a provisional concurrence on the preliminary determinations of eligibility regarding historic properties and provisional concurrence on a preliminary Finding of Adverse Effect (a copy of the letter is provided in Appendix J, Attachment 2).
- August 28, 2008: SHPO sent FHWA a letter stating concurrence on preliminary determination of eligibility regarding historic properties and finding of adverse effect.

5.3 Responses to the Notice of Preparation

The NOP was published on November 15, 2004 (State Clearinghouse No. 2004111103). Comments in response to the NOP were received by RCTC and are included in Appendix J (Attachment 3). Many of the comments received identified areas of concern that RCTC had expected to analyze in the Draft EIR/EIS. All substantive comments were considered by RCTC in developing the alternatives analyzed in the Draft EIR/EIS and are summarized below.

5.3.1 Summary of Major Issues/Comments in Response to the Notice of Preparation

Letters received in response to the NOP for the MCP project provided valuable insights into the issues and concerns of potentially affected agencies, groups, and individuals. While many of the letters identified topics that are required to be included in the Draft EIR/EIS, the information and opinions provided in the letters identify specific issues to be addressed in the Draft EIR/EIS. The key issues raised in the letters are listed below. For a more detailed understanding of the issues and concerns identified, please see the NOP response letters provided in Appendix J (Attachment 3).

5.3.1.1 State Agencies

Department of Fish and Game

- Natural Environment Study (NES)
- California Environmental Quality Act (CEQA) Requirements/EIR Approach
- County MSHCP, Section 7
- County MSHCP, Objectives
- Criteria Area/Criteria Cells/MSHCP Special Areas

Department of Parks and Recreation

- Lake Perris State Recreation Area (SRA)
- Public Safety
- Circulation
- Biological Resources
- Cultural Resources
- Section 4(f) Properties

Native American Heritage Commission (NAHC)

- Early consultation with tribes
- Archaeological mitigation

University of California, Riverside

- University of California Natural Reserve System

5.3.1.2 Regional Agencies

California Regional Water Quality Control Board, Santa Ana Region

- Sufficient right-of-way to accommodate Best Management Practices (BMPs)
- Section 404 of the Clean Water Act
- Section 401 Water Quality Certification
- Isolated waters of the state
- Inventory of channel crossings
- Special Area Management Plan (SAMP)
- Beneficial uses
- Cumulative impacts and County MSHCP
- Mitigation for biological resources

Metropolitan Transportation Authority (MTA)

- MTA and municipal transit services

Metropolitan Water District of Southern California, Environmental Planning

- Responsible Agency under CEQA
- Potentially affected Metropolitan facilities in study area
- Lake Mathews MSHCP
- Lake Mathews water quality
- Uninterrupted perimeter access to Lake Mathews for maintenance
- Metropolitan construction unit
- Central Pool Augmentation/Eagle Valley Treatment Plant
- Aqueduct and pipelines in study area
- Regional Growth Management Plan
- Water conservation

Southern California Association of Governments (SCAG)

- Regionally significant project
- Relevant Regional Comprehensive Plan and Guidelines (RCP&G) policies

5.3.1.3 County Agencies

County of Orange Planning and Development Services Department

- No comment/continued involvement

County of Riverside, Supervisor Bob Buster, First District

- Study Cajalco Expressway between I-15 and I-215, considering a four-lane facility on approximately the existing alignment
- Future configuration of Cajalco
- Avoid encroaching on the north side of Lake Mathews
- Trails
- Improve existing freeway facilities

Riverside County Flood Control and Water Conservation District

- National Pollutant Discharge Elimination System (NPDES) requirements
- Existing District facilities
- Construction impacts to storm drains
- Applicable drainage plans/impacts to drainage plan facilities
- Municipal NPDES Permit/Water Quality Management Plan (WQMP)

Riverside County Habitat Conservation Agency

- Impacts to the Lake Mathews Stephens' Kangaroo Rat Reserve
- Impacts to the San Jacinto/Lake Perris Stephens' Kangaroo Rat Reserve
- Mitigation consistent with the Habitat Conservation Plan for the Stephens' kangaroo rat
- Public facilities allowed in core reserves of Habitat Conservation Plan for the Stephens' kangaroo rat/Mitigation required

Riverside County Waste Management Department

- No facilities in study area
- Impacts to three county landfills
- Construction traffic impacts
- Landfill capacity
- Suggested mitigation

5.3.1.4 Cities

City of Corona, Public Works Department

- Impacts to State Route 91 (SR-91)
- Related transportation improvements

- Relationship of project to the Orange County/Riverside County Project
- Impacts to local streets
- Project funding

City of Perris, Community Development Department, Planning Division

- The City identified itself as a Responsible Agency
- Support for North Perris alignment
- San Jacinto River Plan/Flooding
- Concerns that South Perris Alternatives divide existing and developing communities
- Land use/economic effects
- Impact of South Perris Alternatives on circulation
- New City General Plan

City of Perris, Community Development Department, Planning Division

- Resolution of the City Council supporting the North Perris alignment

5.3.1.5 Interested Groups and Organizations

Cahuilla Tribal Environmental Office

- No specific information on cultural resources in the study area
- On-site construction monitoring for cultural resources

Center for Biological Diversity, Idyllwild Office

- Endangered species preserves
- Lake Mathews-Estelle Mountain Preserve
- Lake Perris-San Jacinto Wildlife Area
- National Environmental Policy Act (NEPA) requirements
- CEQA requirements
- Threatened, endangered, and sensitive species
- Wildlife movement
- Air quality impacts
- Growth-inducing impacts
- Range of feasible alternatives

Friends of the Northern San Jacinto Valley

- Definition of parkway
- Air quality

- Alternatives
- No Project
- Mitigation for impacts to established preserves
- Global warming
- Increasing oil prices
- Transit
- Need for project/widening existing Ramona Expressway, Cajalco Expressway, and El Sobrante Road to four lanes
- Biological resources
- San Jacinto Wildlife Area
- Lake Mathews Multi-Species Conservation Area
- Indirect effects
- Cumulative effects
- Community impacts
- Floodplain evaluation
- Wetlands
- Flooding
- Geology and soils
- Hazardous waste
- Light pollution
- Noise
- Public services and utilities
- Section 4(f) properties
- Transportation/traffic
- Need for project
- Alternative modes
- Visual
- Water resources
- San Jacinto River
- Metropolitan facilities
- Safety
- Trails
- Wildlife corridors
- Gilman Springs Road/Mystic Lake
- Fiscal analysis
- Multiple attachments to letter are included

Morongo Band of Indians

- Continued involvement in the process
- Recognizes the need for improved traffic flow

San Bernardino Valley Audubon Society

- Sensitive species
- Habitat Conservation Plan for the Stephens' kangaroo rat
- San Jacinto Wildlife Area
- El Sobrante Landfill Mitigation Area
- Growth inducement and cumulative effects
- Alternatives

Santa Ana Mountains Task Force and San Gorgonio Chapter, Sierra Club

- Relationship of project to the Hemet to Corona/Lake Elsinore (HCLE) Tier 1 Draft EIR/EIS
- Relationship of project to the Orange County/Riverside County Project
- Regional transportation and land use planning
- Project cost and funding
- Alternative modes of transportation/Transit Alternative
- No Build Alternative/improve existing roads plus reduced reliance on the automobile
- Growth inducement
- Transportation demand reduction
- Improvements to existing road
- Cumulative impacts
- Impacts to National Forest
- Air quality conformity/State Implementation Plan
- Global warming
- Reduced travel demand as a result of high oil prices

Sierra Club, San Gorgonio Chapter, Moreno Valley

- San Jacinto Flood Control Project
- Impacts to vernal pools
- Impacts to sensitive/listed species, including Stephens' kangaroo rat
- Wildlife crossings
- No Project Alternative

- Lake Mathews MSHCP
- Air quality and air quality conformity
- Orange County/Riverside County Project
- Growth inducement/indirect effects
- Environmental justice/community impacts
- San Jacinto Wildlife Area
- Aesthetics

Southern California Edison, Ontario Office

- Continued involvement
- Requests copies of project plans

Southern California Edison, Romoland Office

- Ability to meet demand for electricity
- Include relocation of Southern California Edison (SCE) facilities in the EIR

Individual (one comment sent via email by Debbie Murataya)

- Property/home acquisition
- Fair compensation
- Need for 5–10 lanes
- Restrictions on buildings during planning phase
- Public meeting difficult to find

5.4 Responses to the Supplemental Notice of Preparation

The Supplemental NOP was published on July 31, 2007 (State Clearinghouse No. 2004111103) to request additional input on the revised suite of Alternatives for the MCP project. Comments in response to the Supplemental NOP were received by RCTC and are included in Appendix J (Attachment 4). All substantive comments have been considered by RCTC in developing the Alternatives to be analyzed in the Draft EIR/EIS and are summarized below.

5.4.1 Summary of Major Issues/Comments Received in Response to the Supplemental Notice of Preparation

Similar to the letters received in response to the NOP for the MCP project, letters for the Supplemental NOP provided additional insight into the issues and concerns of potentially affected agencies, groups, and individuals. The key issues raised in the letters are listed below. For a more detailed understanding of the issues and concerns

identified, please see the Supplemental NOP response letters provided in Appendix J (Attachment 4).

5.4.1.1 State Agencies

California Department of Transportation

- Agreement with the refined suite of Alternatives

Native American Heritage Commission

- Early consultation with tribes
- Archaeological mitigation

State Clearinghouse and Planning Unit

- Responsible Agencies

University of California, Riverside

- Natural resource system
- Motte Rimrock Reserve Conservation Unit
- Connectivity
- Habitat fragmentation
- Edge effect
- Light pollution
- Fire risk

5.4.1.2 Regional Agencies

California Regional Water Quality Control Board, Santa Ana Region

- Postconstruction permanent BMPs
- Storm water and non-storm water runoff

Metropolitan Water District of Southern California, Environmental Planning

- Potentially affected Metropolitan facilities in study area
- Lake Mathews MSHCP
- Lake Mathews water quality
- Lake Mathews Drainage WQMP
- Impacts to Metropolitan operational facilities and right of way
- Security

Metropolitan Transit Authority

- Climate change
- Truck transport

Santa Ana Watershed Project Authority

- Santa Ana Regional Interceptor (SARI) line

South Coast Air Quality Management District

- Construction and operational air quality impacts
- Particulate matter with a diameter of 2.5 microns or smaller ($PM_{2.5}$)
- Mobile Source Health Risk Assessment

Southern California Association of Governments

- Regional Comprehensive Plan (RCP)
- Regional Transportation Plan (RTP)
- Compass Growth Vision (CGV)

5.4.1.3 County Agencies

Riverside County Flood Control and Water Conservation District

- Drainage
- Master Drainage Plan facilities

5.4.1.4 City Agencies

City of Moreno Valley, Public Works Department

- Traffic
- Do not support Alternative 1A

City of Perris, Development Services Department

- Circulation
- Noise and aesthetic impacts
- Locations of interchanges and overcrossings
- Drainage
- Perris Valley Channel

City of Riverside, Community Development Department

- Regional plans
- MSHCP

- Community impacts
- Traffic

5.4.1.5 Interested Groups and Organizations

Agua Caliente Band of Cahuilla Indians

- Monitoring of testing and construction activities
- Discovery of human remains

California Native Plant Society

- Hydrology
- Sensitive habitats
- Western Riverside County MSHCP
- Habitat Conservation Plan for the Stephens' kangaroo rat
- Construction impacts
- Fire frequency
- Dumping
- Off-road vehicle use
- Nitrogen deposition
- Light pollution

Center for Biological Diversity

- Endangered species preserves
- NEPA requirements
- CEQA requirements
- Threatened, endangered, and sensitive species
- Western Riverside County MSHCP
- Habitat Conservation Plan for the Stephens' kangaroo rat
- Motte Rimrock Reserve
- Air quality impacts
- Growth-inducing impacts
- Range of feasible alternatives
- Greenhouse gas emissions (GHGs)

Endangered Habitats League

- Western Riverside County MSHCP
- Bus Rapid Transit

Friends of the Northern San Jacinto Valley

- MSHCP
- Section 4(f) properties
- Noise pollution
- Light pollution
- Interchanges
- San Jacinto River

Pechanga Cultural Resources, Temecula Band of Luiseño Mission Indians

- Consultation and coordination
- Pechanga cultural affiliation to the project area
- Impacts to cultural resources
- Government-to-government consultation
- Mitigation

Sierra Club

- Climate change
- Traffic on I-15

Sierra Club, San Gorgonio Chapter

- Level of service
- Horse/large animal crossings
- Lake Perris Dam
- Social justice
- Growth-inducing impacts
- GHGs
- Farmland impacts
- Wetland/stream/river impacts
- Connectivity
- Noise
- Run-off
- Scenic roadway
- Bridge Street
- Landscape
- Construction materials

- Lighting
- Local circulation

Sprint

No issues raised/no further involvement

USA Waste of California, Inc.

- El Sobrante Landfill MSHCP
- Biological resources
- Geology and soils
- Air quality
- Transportation/traffic
- Visual
- Alternatives

Individual (Steve Freers)

- Geotechnical hazards
- Public health and safety

Individual (Michael A. McKibben, Ph.D.)

- Western Riverside County MSHCP
- Habitat Conservation Plan for the Stephens' kangaroo rat

Individual (Leonard Nunney)

- Cost
- Property acquisition
- Traffic congestion
- Litigation
- Support for Alternative 9

5.5 Responses to the Notice of Intent

The NOI was published in the Federal Register on November 22, 2004. Comments in response to the NOI were received by both FHWA and RCTC and are summarized in the following section. Many of the comments received identified areas of concern that FHWA and RCTC had already identified for analysis in the Draft EIR/EIS. Substantive comments that are addressed in the Draft EIR/EIS are summarized below.

5.5.1 Summary of Major Issues/Comments Received in Response to the Notice of Intent

Letters received in response to the issuance of the NOI for the MCP project provided valuable insight into the issues and concerns of potentially affected agencies, groups, and individuals. While many of the letters identified topics that are required to be included in the Draft EIR/EIS, the information and opinions provided in the letters identify specific issues to be addressed in the Draft EIR/EIS. The key issues raised in the letters are listed below. For a more detailed understanding of the issues and concerns identified, please see the NOI response letters provided in Appendix J (Attachment 5).

5.5.1.1 Federal

United States Department of Agriculture, Natural Resources Conservation Service

- Scenic highway status
- Class I Bike Path
- Proposed wildlife corridor
- Loss of farmland
- Loss of agricultural soil
- Loss of floodplain

United States Fish and Wildlife Service

- Potential impacts to the Lake Mathews MSHCP and the Habitat Conservation Plan for the Stephens' kangaroo rat
- Riverside County MSHCP criteria
- Potential impacts to the MSHCP reserve configuration and function
- Section 404 (b)(1) Guidelines

United States Environmental Protection Agency, Region IX

- Water resources
- Section 404 Permit
- Clean Water Act Section 401(b)(I)
- Waters of the United States
- Section 303(d) of the Clean Water Act
- Air quality
- Criteria pollutants
- Priority air toxics

- Construction emissions mitigation
- Environmental justice and community involvement
- Cumulative Impact Analysis
- Threatened and endangered species habitat
- Cultural Resources/Section 106 of the National Historic Preservation Act of 1966
- Noise

5.6 Public Participation

5.6.1 Public Participation

Public participation for the MCP project included public meetings, the MCP Web site, and several newsletters.

5.6.2 Meetings

The RCTC held several public informational meetings for the MCP project. In addition to the pre-scoping and scoping meetings discussed above, public hearings will be held after the release of the Draft EIR/EIS. Details regarding these meetings will be disclosed in the Final EIR/EIS.

5.6.3 Web Site

A Web site for the MCP project (www.midcountyparkway.org) has provided the public comprehensive information about the MCP planning process, including the development of the MCP Alternatives, and a means to comment on the project. The MCP Web site provides an opportunity for the public to e-mail comments and questions directly to RCTC. Notices of public meetings are also posted on the Web site. A link to this Web site is provided on the RCTC Web site at www.rctc.org.

5.6.4 Newsletter

Several MCP newsletters containing important updates to the project were mailed out to the public. Copies of the newsletters are provided in Appendix J (Attachment 6). The following is a listing of the publication date and general message of each newsletter:

- September 2004: The newsletter addressed the project's purpose and need, location, funding, benefits, process, and schedule.

- November 2004: The newsletter addressed eight initial Alternatives that were studied as part of the project, what environmental studies were conducted, and an update on the public meetings.
- July 2005: The newsletter gave an update on the Alternatives under consideration, including the new addition of the Far South Alternative as a result of the Caltrans Value Analysis Study. The newsletter included general criteria comparing each Alternative.
- September 2007: The newsletter informed the public of RCTC's identification of Alternative 9 Temescal Wash Area Design Variation (TWS DV) as the locally preferred alternative and the benefits that accompany the identification of the Preferred Alternative.

5.7 Tribal Coordination

The NAHC was contacted on August 9, 2004, and responded on August 19, 2004, with a list of 29 Native American tribes and contacts representing the Luiseño, Gabrielino, Cahuilla, and Serrano Tribes. A second list was received from the NAHC in December of 2004 in response to the Notice of Preparation of an EIR/EIS. This list included 14 additional Native American tribes and contacts. In total, the NAHC listed 43 Native American tribes and contacts. The NAHC Sacred Lands File was inspected for the MCP project; however, no Native American cultural resources were identified. As such, the NAHC recommended that the 43 Native American tribes and contacts be contacted and provided a list. Copies of NAHC correspondence are provided in Appendix J (Attachment 7).

In order to initiate Section 106 consultation, the 43 Native American tribes were contacted by letter and fax. All letters were sent on February 24, 2005, via United States certified mail and fax. Several of the 43 Native American tribes and contacts had specific concerns. Joseph Hamilton, Anthony Largo, Karen Kupcha, and Manuel Hamilton, all representing the Ramona Tribe, requested copies of the cultural resource report. On behalf of Robert J. Salgado, Sr., Charlene Ryan of the Soboba Tribe also requested a copy of the Cultural Resources Report. Anthony Morales of the Gabrieleno/Tongva-San Gabriel Tribe requested that he be present at any meeting regarding Native Americans. Ten (10) Native American tribes and contacts recommended construction monitoring.

The Pechanga Tribe was contacted early in the MCP project planning process because the County of Riverside was consulting with it on an archaeological site that was

within the boundaries of the Boulder Springs Specific Plan Area (Boulder Springs Ventures, LLC). On August 20, 2004, RCTC and LSA met with the Pechanga Tribe, who were represented by Amy Minniear, Laura Miranda, and Brenda Tomaras. The Pechanga Tribe commented that they were glad to be involved early in the planning process and expressed concerns about all the cultural resources within the MCP study area. It was agreed that the Pechanga Tribe would meet with the project consultant team at a later date to drive the alignment and visit potentially significant sites. On October 4, 2004, Amy Minniear accompanied Curt Duke of the project consultant team on a tour of the MCP corridor. Another meeting between the project consultant team and the Pechanga Tribe was held on February 2, 2005. This meeting was followed by a field meeting with the Pechanga Tribe, RCTC, and the project consultant team on February 14, 2005. On May 11, 2005, the Pechanga Tribe accompanied the project consultant team on an additional trip to visit a sacred site that the tribe requested be avoided by the project.

On May 4, 2006, the project consultant team representative initiated additional consultation to advise Native American tribes and contacts of the new Alternative 9 route to MCP added by RCTC. Certified letters were sent to the 43 Native American tribes and contacts on the list provided by the NAHC, and follow-up phone calls/e-mails were made between July 26 and August 30, 2006.

Eight Native American tribes and contacts expressed concerns with the new alternative. Anthony Morales (Gabrieleno/Tongva-San Gabriel), Robert Smith (Pala Band of Mission Indians), Cindi Alvitre (Ti'At Society), and William Contreras (Cupa Cultural Center) requested that Native American monitors be present during earthmoving activities. Alvino Siva, a Cahuilla contact, stated, "Our people were there because of Mystic Lake, so there will be sites," and also recommended Native American monitoring. Harold Arres requested a copy of the report on behalf of the Soboba Tribe and also that Native American monitoring be conducted. Maurice Chacon (Cahuilla), responding on behalf of Anthony Madrigal, expressed specific concern for the eastern portion of the project, and recommended Native American monitoring. Britt Wilson (Morongo) sent a letter stating that although the project was outside their current reservation boundaries, the Morongo Tribe requests a copy of the report.

5.7.1 Extended Phase I Survey

In November 2006, Native American consultation began for the MCP project XPI Survey as required by Section 106 of the National Historic Preservation Act. Consultation included eight parties identified during the Phase I survey consultation process as having a continued interest in the project. These parties included Mr. Alvino Siva, the Cupa Cultural Center, and the Cahuilla, Gabrieleno/Tongva-San Gabriel, Morongo, Pechanga, Ramona, and Soboba Tribes. All of these parties were contacted by telephone between the dates of November 27 and December 13, 2006. The phone calls were to inform the parties of the pending XPI fieldwork and determine what level of involvement they would prefer as the project progressed. Of the eight groups contacted, two declined further involvement for various reasons—The Cupa Cultural Center and Alvino Siva.

The six remaining parties were again contacted by telephone on March 13, 2007, as the start date of the XPI fieldwork drew closer. Each was asked if a representative from its group would be available to attend an orientation meeting to familiarize him or her with the project, address any comments or concerns, and define potential monitoring roles during the XPI fieldwork. All parties agreed to attend and a copy of the Draft XPI proposal was sent to each via overnight mail on March 14, 2007, for review prior to the meeting.

The meeting was held on March 27, 2007, at the RCTC offices located at 4080 Lemon Street, Third Floor, in Riverside, California. It was attended by representatives from the six Native American tribes (Cahuilla, Gabrieleno/Tongva-San Gabriel, Morongo, Pechanga, Ramona, and Soboba) as well as RCTC, Caltrans, and the consultants. An overview of the MCP project was provided, as was a discussion of the purpose, goals, and field methods to be used in the XPI. The Native American consultation process up to that point in the project was also discussed, along with possible areas and procedures for tribal monitoring. The Morongo Tribe deferred monitoring of the XPI fieldwork to the other five groups, but requested continued involvement and the opportunity to comment throughout the remainder of the MCP project. In addition, the Morongo Tribe requested to be able to visit sites at any time during the fieldwork outside of a monitoring capacity.

As a result of the March meeting, a field trip took place on May 1, 2007. It was attended by the six Native American tribes, RCTC, Caltrans, and consultant staff. The tribes had initially asked to see all of the sites included in the proposed XPI.

However, because of the large number of sites (77), it was determined by all that the scope of that endeavor would be time intensive and impractical. Instead, eight sites that were representative of the site types included in the XPI were visited.

A second meeting at the RCTC offices was scheduled for May 14, 2007, to address any remaining comments before the fieldwork began. Copies of the Archaeological Survey Report (ASR) for the project were sent to each of the six Native American tribes via overnight mail on May 2, 2007, for review prior to that meeting. Attendees at the May 14 meeting included the six tribes, RCTC, Caltrans, and consultant staff. After review of the ASR, the Pechanga Tribe retracted its desire to resurvey the project area and agreed that monitoring during the XPI and future phases of work would be sufficient. It was decided that, with the exception of the Gabrieleno/ Tongva-San Gabriel Tribe, which declined monitoring for the XPI phase of the project, the remaining four tribes would participate equally in the monitoring with one paid tribal representative per archaeological crew.

Fieldwork for the XPI was conducted between May 29 and June 12, 2007. Four archaeological field crews were accompanied by a single monitor from one of the Cahuilla, Pechanga, Ramona, or Soboba Tribes. The crews were commonly accompanied by more than one tribal monitor, based on any special interest shown to a particular site by the various tribes.

One discovery during the XPI required notification of the Riverside County Coroner's Office. On Friday, June 8, 2007, the field crew located a bone from a medium-sized mammal in Shovel Test Pit (STP) No. 5 at Archaeological Site AE-S-194. LSA vertebrate paleontologist Bob Reynolds inspected the bone fragment in the field and recognized the bone as being a proximal radius from either a sheep or a deer. Members of both the Pechanga and Ramona Tribes indicated that they would like the identification confirmed by the Riverside County Coroner. The NAHC was contacted on Monday, June 11, 2007, to advise them of the find. Dave Singleton from the NAHC contacted Terri Fulton of LSA on Tuesday, June 12, 2007, and left a message saying he would wait for the official determination made by the Riverside County Coroner. On Tuesday, June 12, 2007, Deborah Gray of the Riverside County Coroner's Office confirmed the identification of the bone as the proximal radius of a sheep. Terri Fulton left a voicemail message with the NAHC notifying Mr. Singleton of Ms. Gray's findings. No further consultation was conducted regarding this matter.

Additional consultation was conducted with all six Native American tribes (Cahuilla, Gabrieleno/Tongva-San Gabriel, Morongo, Pechanga, Ramona, and Soboba) regarding the use of an Environmentally Sensitive Area for Site 33-1649 from August 8 through August 14, 2007. Additional monitoring at this site was conducted by the same tribe that monitored the site during the original XPI program, although all tribes were invited to send a tribal monitor to be present during the fieldwork. A monitor from the Pechanga Tribe was present on Site 33-1649 with the excavation crew from LSA. LSA has sent out e-mail updates on the results of this fieldwork to all interested parties.

Consultation for the three additional sites was begun on September 25, 2007. The six Native American tribes were contacted and informed of the additional work proposed at these sites; however, two tribes (the Morongo and Gabrieleno/Tongva-San Gabriel) indicated that they were not interested in monitoring any of these three sites. The opportunity to monitor was presented to the remaining four tribes, and resulted in representatives from the Cahuilla and Pechanga Tribes being present during the fieldwork conducted by LSA. E-mail results of the excavation were sent by LSA to all interested parties.

5.7.2 Phase II Evaluation

The six Native American tribes that were involved with the XPI phase of work (Cahuilla, Gabrieleno/Tongva-San Gabriel, Morongo, Pechanga, Ramona, and Soboba) were notified of the proposed Phase II testing program, and were invited to review a draft copy of the AEP. The Draft AEP was distributed to the six tribes on September 25, 2007, with the opportunity to provide feedback on the document. Several meetings were organized (at the RCTC on October 5, 2007; in Lakeview at Site P-33-16598 on October 11, 2007; and at WCAP on November 2, 2007) to present information on the sites that were proposed for Phase II testing. These meetings provided a forum to listen to and discuss concerns about the proposed Phase II work. Besides RCTC, Caltrans, and the project consultant, who were present at all of the aforementioned meetings, representatives from the FHWA, ACHP, and the SHPO were present for the October 11, 2007, meeting with the tribes, and a representative from the FHWA was present at the November 2, 2007, meeting with the tribes.

The meeting on October 5, 2007, was held at the RCTC offices located at 4080 Lemon Street, Third Floor, in Riverside, California. It was attended by

representatives from the Cahuilla, Gabrieleno/Tongva-San Gabriel, Morongo, Ramona, and Soboba Native American Tribes, and RCTC, Caltrans, Jacobs Engineering, and LSA. The Pechanga Tribe did not attend. An overview of the AEP was given, as was a discussion of the purpose, goals, and field methods to be used in the testing program. The Native American consultation process up to that point in the project was also discussed, along with procedures for tribal monitoring. The Morongo Tribe deferred monitoring during the testing program but requested continued involvement and the opportunity to comment throughout the remainder of the MCP project. In addition, the Morongo Tribe requested that they be able to visit sites at any time during the fieldwork outside of a monitoring capacity. It was also agreed that a field meeting would be set up for October 11, 2007, for the tribes to tour at least one of the sites included in the testing program and to which the project had current access.

Representatives of all six Native American tribes, the FHWA, ACHP, SHPO, RCTC, Caltrans, and the project consultant team were present for the October 11, 2007, field meeting, which consisted of a tour of Site 33-16598, a discussion of field methods, and a subsequent discussion of artifact curation and possible reburial. Tribal input was requested on the proposed project curation facility, the WCAP. At the conclusion of the October 11, 2007, field meeting, a commitment was made by the FHWA to invite the tribes to participate with the FHWA, Caltrans, RCTC, ACHP, and the SHPO in a preliminary discussion regarding the eligibility of sites for the National Register of Historic Places (National Register) within the MCP area of disturbance. It was agreed that this discussion would take place subsequent to the testing program. Based on these meetings, numerous comments (both verbal and written) have been received from the Native American tribes, some of which resulted in alterations to the MCP AEP. A representative from the Ramona Tribe raised a concern that there was not adequate discussion on the treatment of human remains in the AEP, and he asked that procedures regarding notification of the coroner and identification of bones should be inserted in the document. Various sections in the AEP document were adapted to include this request. In addition, several tribes requested a written protocol for a "chain of custody" regarding discovered artifacts from Phase II work. This request was also incorporated into the AEP document.

E-mails, letters, and verbal comments have been received from several Native American tribes (the Gabrieleno/Tongva-San Gabriel, Pechanga, and Soboba) that express concerns having to do with the MCP project Phase II work. Verbal comments about the AEP were received from a representative of the Gabrieleno/Tongva-San

Gabriel Tribe during meetings with the tribes and from e-mail correspondence. FHWA understands that the Gabrieleno/Tongva-San Gabriel Tribe requests further consultation on several issues. The Gabrieleno/Tongva-San Gabriel tribal representative is concerned about the proposed Phase II work plan methods provided in the Draft AEP, including the use of STPs to determine National Register and California Register of Historical Resources site significance, and the percentage of the site being tested. There is also a concern over the curation plan for the artifacts collected during the Phase II work. The Gabrieleno/Tongva-San Gabriel tribal representative would like to be assured that there is a reasonably accurate determination of the presence of human remains on the sites during the Phase II fieldwork. In addition, the tribal representative expressed concern that the consultant on this project would minimize the significance of the Phase II cultural resources. The FHWA responded to each of these concerns in a letter dated October 30, 2007, that was addressed to the Gabrieleno/Tongva-San Gabriel tribal representative.

From e-mails, phone conversations, and meetings with representatives of the Pechanga Tribe, the FHWA understands that the Pechanga Tribe is concerned that federal consultation requirements are not being met for several reasons. The first concern is that there has not been adequate time for the Pechanga Tribe to review and comment on the Draft AEP and other project reports. The second concern is that there has not been adequate time to review the scope of work (associated with monitoring agreements), complete monitoring agreements, and schedule monitors for the Phase II fieldwork. The third concern is that alignment options and site treatment/preservation issues are being decided during the testing of the MCP sites that preclude the ability of the Pechanga Tribe to consult and make meaningful recommendations on these topics. Last, there is a concern that there has not been sufficient time for the Pechanga Tribe to schedule a meeting with the agencies involved with MCP. The FHWA responded to each of these concerns in a letter dated October 24, 2007, that was addressed to the Pechanga tribal representatives.

An e-mail was received from representatives of the Soboba Cultural Resource Department. As understood by the FHWA, three major concerns were voiced by the Soboba representatives. The first is that the MCP tribal consultation has been rushed. The second is a request by the Soboba Tribe that all artifacts be avoided or securely stored on site. Last, there is a concern that there seems to be no provisions for the custody and ownership of the artifacts collected. The FHWA responded to each of the three concerns in a letter dated October 22, 2007, that was addressed to the Soboba tribal representatives.

Prior to the testing program, a consultation meeting was set up at the WCAP facility on November 2, 2007. The meeting was divided into two segments, one in the morning to tour the facility and one in the afternoon to address comments and concerns regarding the AEP and the testing program. The Cahuilla, Morongo, and Soboba Native American Tribes were present during the morning tour of the facility along with the FHWA, RCTC, Caltrans, and the project consultant team. The tour was led by WCAP Assistant Director Paisley Cato.

The afternoon discussion segment of the November 2, 2007, meeting was attended by the Gabrieleno/Tongva-San Gabriel, Morongo, Pechanga, and Soboba Native American Tribes, as well as the FHWA, RCTC, Caltrans, and the project consultant team. Concerns were raised regarding the determination of site significance, custody of artifacts, unnecessary site disturbance attributed to the testing program, deposition of sacred or ceremonial artifacts, and potential for site avoidance by the project. As a result, it was agreed that the AEP would be revised to reflect the comments from the tribes, and the revised AEP would be distributed to each tribe for review on November 5, 2007. The tribes were asked to review and comment (if necessary) on the revised AEP prior to the testing program. No further comments were received and the testing plan was implemented.

The testing program was conducted between November 12 and December 13, 2007. Initially, the four archaeological field crews executing the testing program were accompanied by monitors from the Cahuilla, Gabrieleno/Tongva-San Gabriel, Pechanga, Ramona, and Soboba Native American Tribes. On November 21, 2007, Sam Dunlap, a Native American from the Gabrielino-Tongva Tribe (Gabrielino-Tongva) who was included in the initial 2005 consultation for the MCP project but originally declined further consultation, contacted the project consultant team to request involvement in the monitoring of the current testing program. Mr. Dunlap became formally involved with the remaining consultation for the MCP project on November 21, 2007, and monitored various sites during the final 2 weeks of the testing program.

During the testing program, three artifacts considered sacred or ceremonial by tribal monitors were discovered at Site 33-16598. All were found within the proposed right of way and consisted of: a large discoidal on the ground surface; a quartz mano or glow stone, also found on the ground surface; and a small black tourmaline crystal manuport found in Trench 14. All of the tribes (with the exception of the Gabrielino-Tongva, who were not yet monitoring at the time) were consulted as to how to treat

these artifacts, and it was agreed that they would remain on site and be reburied approximately 20 meters south of and outside of the proposed MCP right of way. The location was recorded via global positioning system (GPS) and the coordinates distributed to the tribes. The Morongo Tribe requested that photos be taken of the three artifacts to show tribal elders who could not participate in the monitoring and reburial. It was requested that the photos not be published or included in any reports, but be made available for viewing by the tribes upon request.

Throughout the testing program, the crews were typically accompanied by more than one tribal monitor, based on the special interest shown to any particular site by the various Native American tribes. At the request of the tribes, tribal monitors were present during ground disturbance at every site. Tribal monitors also verified what had been collected at each site with their signature on an artifact log form at the end of each day. All artifacts were brought to the project consultant's laboratory in Riverside for temporary storage but were made available to tribal members who wished to view the artifacts. Tribal members were also invited to observe the analysis of the artifacts if desired.

A Preliminary Recommendations of Eligibility and Level of Effects memorandum summarizing the results of the testing program and the preliminary findings of the fieldwork was distributed to the Native American tribes on December 14, 2007. A meeting was scheduled on December 19, 2007, at the RCTC offices to discuss the content of the memorandum and to obtain input from the tribes. This meeting was attended by representatives of the Cahuilla, Gabrieleno/Tongva-San Gabriel, Gabrielino-Tongva, Pechanga, Ramona, and Soboba Tribes. The ACHP, SHPO, FHWA, RCTC, Caltrans, Jacobs Engineering, and LSA were also in attendance. It was emphasized that the memorandum was preliminary, and that there would be additional opportunities for the tribes to comment on the MCP project.

The main issues of concern expressed by the tribes at the December 19, 2007, meeting were:

- That the federal criteria being applied for determining whether a site is eligible for listing in the National Register does not fully reflect the tribes' cultural values;
- That cultural resources be considered as significant not just on an individual basis but also on a regional level; and
- Assurance that tribal comments would be acknowledged by the agencies.

In addition, the Pechanga Tribe stated that several cupule boulders were located in the proposed MCP right of way and were not recorded during the testing program. The meeting concluded with a request from the FHWA that the tribes provide formal comments on the memorandum in writing by January 25, 2008.

In an attempt to resolve the issue of possible cupule boulders being located in the proposed MCP right of way, GPS data were exchanged between the Pechanga Tribe and the project consultant team. Using these data, a preliminary determination was made that the possible cupule boulders were located outside the proposed MCP right of way. To confirm this, the tribes were invited to ground truth the locations during a field visit on January 10, 2008. The project consultant team and the Cahuilla, Pechanga, Ramona, and Morongo Tribes participated in the field visit, and it was confirmed that the nine possible cupule boulders of concern to the Pechanga Tribe were all outside of the MCP right of way.

Written comments on the memorandum were received from the Gabrieleno/Tongva-San Gabriel, Gabrielino-Tongva, Pechanga, Ramona, and Soboba Native American tribes by regular and/or e-mail. Concerns regarding the preliminary evaluations of sites, the preservation versus the destruction of sites, and the general cultural significance of the overall project area were expressed by all of the commenting tribes, with the exception of the Gabrielino–Tongva Tribe, who agreed with the approach and results of the testing program.

Consultation with Native American tribes and contacts will continue for the duration of the MCP project.

5.7.3 Senate Bill 18

As mentioned in Section 3.8, Cultural Resources, Senate Bill 18 ([SB18]: Burton) requires local planning agencies to consult with California Native American tribes during the preparation, updating, or amendment of General/Specific Plans. Although SB18 consultation is not required for RCTC's or FHWA's approval of the MCP project, SB18 consultation will be undertaken by the County of Riverside and the affected cities as part of their future General Plan amendment actions to incorporate the adopted MCP alignment into their respective General Plan Circulation Elements. It is not part of this EIR/EIS.

This page intentionally left blank

Chapter 6 List of Preparers

This chapter lists the federal, state, and local agency personnel, including consultants who were primarily responsible for preparing this Environmental Impact Report/Environmental Impact Statement (EIR/EIS) or important background materials.

Federal Highway Administration

Nancy Bobb, Director, State Programs
Tay Dam, Senior Project Development Engineer
Shawn Oliver, Transportation Engineer
Edrie Vinson, Senior Environmental Specialist
Larry Vinzant, Senior Environmental Specialist
David Cohen, Audit Coordinator
Bren George, Operations Engineer

California Department of Transportation, District 8 (NEPA oversight)

Nassim Elias, Project Manager
Marie J. Petry, Office Chief, Environmental Studies Support B
Brian Liu, Environmental Planner
Juan Lopez-Torres, Environmental Planner
Kourtney Graves, Environmental Planner
Stephanie Blanco, Associate Environmental Planner, Environmental Oversight
Jon Bumps, Design Oversight Manager
Mark Pertile, Design Oversight Manager
Scott Quinnell, Associate Environmental Planner, Biologist
Christie Hammond, Office Chief, Cultural Studies
Gabrielle Duff, Associate Environmental Planner, Archaeologist
Karen K. Swope, Associate Environmental Planner, District Native American Coordinator
Andrew Walters, Associate Environmental Planner, Architectural History
Tony Louka, Office Chief, Environmental Engineering
Meenu Chandan, Transportation Engineer
Rodrigo Panganiban, Transportation Engineer
Rosanna Roa, Transportation Engineer, Hazardous Waste
Catherine Jochai, Office Chief, NPDES/Storm Water

Roy King, Transportation Engineer, Hydraulics
Ray Desselle, Office Chief, Landscape Architect

Riverside County Transportation Commission

Cathy Bechtel, Project Delivery Director
Gustavo Quintero, Project Coordinator

Jacobs Engineering

Merideth Cann, Project Manager
Chao Chen, Engineering Team Leader
Gene Ching, Project Engineer
Filomena Koranyi, GIS
Frank Lara, Drainage & Utility Task Lead
Georgia Jeffers, Project Engineer

LSA Associates, Inc.

Rob McCann, Environmental Team Leader
Megan Mettee, Environmental Planner
Jennette Bosseler, Editor
Julie Bondurant, Landscape Architect
Tony Chen-Chung, Ph.D., Principal Air and Noise
Nina Delu, Senior Cultural Resource Manager
Mona De Leon, Principal Generalist
Curt Duke, Principal Archaeologist
Terri Fulton, Archaeologist, Senior Cultural Resource Manager
Pernilla Gremyr, Word Processor
Beverly Inloes, Editor
Zac Henderson, GIS Manager
Art Homrighausen, Principal Biologist
Christine Huard-Spencer, Senior Environmental Specialist
Lori Keller, Environmental Planner
Keith Lay, Air and Noise
Danette LeBron, Word Processor
Clifton Meek, Biologist
Matt Phillips, Graphics Technician
Nicole Quinlan, Hydrology/Floodplains Engineer
Bob Reynolds, Paleontologist
Stan Spencer, Senior Biologist

Eric Stikes, GIS/Graphics Specialist
Oscar Uranga, Senior GIS/Analyst Programmer
Chantik Virgil, Word Processor
Wendy Walters, Senior Biologist
Nicole West, Environmental Specialist
Lisa Williams, Senior Environmental Specialist
Sheryl Woodard, Senior Administrative Assistant
Andrea Zullo, Environmental Planner

Dudek

Brock Ortega
Joe Monaco
Stephanie Standerfer

CH2M HILL

Rick Simon

Epic Land Solutions

Duncan Bush
Lynette Overcamp

Kleinfelder

Richard Escandon

RBF Consulting

Jeff Fromhertz
Brad Losey

VRPA Technologies, Inc.

Matt Adolph
Erik Ruehr
Georgiena Vivian

This page intentionally left blank

Chapter 7 Distribution List

The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) has been distributed to the federal, state, local, and regional agencies and utility providers listed on the following pages. In addition to the list provided below, all property owners/occupants within a 91-meter (300-foot) radius of the MCP Build Alternatives, interested public members, and the last known name and address of all organizations and individuals who have previously requested California Environmental Quality Act (CEQA) notices in writing will be included in the MCP public mailing list and will be mailed a notice of the availability of the Draft EIR/EIS.

The Draft EIR/EIS and technical studies are available for viewing at the following locations during regular business hours: (1) Riverside County Transportation Commission (RCTC), 4080 Lemon St., 3rd Floor, Riverside, CA 92502; (2) Federal Highway Administration (FHWA), 650 Capitol Mall, Suite 4-100, Sacramento, CA 95814; (3) California Department of Transportation (Caltrans) District 8 Office, 6th Floor, 464 W. 4th St., San Bernardino, CA 92401; (4) City of Corona, Public Works Department, 400 South Vicentia Ave., 2nd Floor, Suite 210, Corona, CA 92882; (5) Corona Public Library, 650 S. Main St., Corona, CA 92882; (6) Perris Public Library, 163 E. San Jacinto Ave., Perris, CA 92507; (7) San Jacinto Public Library, 500 Idyllwild Dr., San Jacinto, CA 92583; (8) Woodcrest Library, 16625 Krameria, Riverside, CA 92504; and (9) Hemet Library, 300 E. Latham Ave., Hemet, CA 92543. You may also view the Draft EIR/EIS at www.midcountyparkway.org.

7.1 Federal Agencies

Environmental Protection Agency
(EPA), Office of Federal Activities
(Mail Code 2252-A)
EIS Filing Section
401 M Street, SW
Washington, DC 20460

Susan Sturges
Environmental Protection Agency
(EPA), Region IX
75 Hawthorne Street
San Francisco, CA 94105

Eric Raffini
U.S. Environmental Protection
Agency (EPA), Regional Office
600 Wilshire Blvd., Suite 1460
Los Angeles, CA 90017

Ken Calvert, Representative
U.S. House of Representatives,
44th District
3400 Central Avenue, Suite 200
Riverside, CA 92506

Mary Bono, Representative
U.S. House of Representatives,
45th District
1600 E. Florida Ave., Suite 301
Hemet, CA 92544

Dianne Feinstein, Senator
U.S. Senate/Congress –
Los Angeles Office
11111 Santa Monica Blvd.,
Suite 915
Los Angeles, CA 90025

Barbara Boxer, Senator
U.S. Senate/Congress –
Inland Empire Office
201 North E Street, Suite 210
San Bernardino, CA 92401

Federal Transit Administration,
Region IX
201 Mission Street, Suite 2210
San Francisco, CA 94105

Director, Office of Environmental
Policy and Compliance,
Department of Interior,
Main Interior Building, MS 2340
1849 "C" Street, NW
Washington, DC 20240

Jim Bartel
U.S. Fish & Wildlife Service
(Carlsbad)
6010 Hidden Valley Road
Carlsbad, CA 92009

Director, Office of Environmental
Compliance,
US Department of Energy
1000 Independence Ave., SW,
Rm 4G-O
Washington, DC 20585

Federal Railroad Administration,
Office of Policy and Plans
400 – 7th Street, SW
Washington, DC 20590

Director, Office of Environmental
Affairs, Department of Health and
Human Services
200 Independence Ave., SW,
Rm 537 F
Washington, DC 20201

Centers for Disease Control,
Environmental Health and Injury
Control, Special Programs Group,
Mail Stop F-29
1600 Clifton Road
Atlanta, GA 30333

U.S. Army Corps of Engineers,
Los Angeles District,
Attention: CESPL-CO-R
911 Wilshire Blvd., P.O. Box 2711
Los Angeles, CA 90053-2325

Susan Meyer, Regulatory Branch
U.S. Army Corps of Engineers,
Building 230
Ft. Shafter, HI 96858-5440

Environmental Clearance Officer,
Department of Housing and Urban
Development
450 Golden Gate Avenue,
P.O. Box 36003
San Francisco, CA 94102

National Resources Conservation
Service–Area II
318 Cayuga Street, Suite 206
Salinas, CA 93901

National Resources Conservation
Service–Area III
4974 East Clinton Avenue,
Suite 114
Fresno, CA 93727

Regional Director
Federal Emergency Management
Agency
Region IX, Bldg. 105
Presidio, CA 94129

National Park Service,
Pacific Great Basin System
Support Office
1111 Jackson Street, Suite 700
Oakland, CA 94607

Keith Fletcher, District Ranger
U.S. Forest Service,
Cleveland National Forest
1147 East 6th Street
Corona, CA 91719

Chief, Airports Branch,
Federal Aviation Administration
5885 West Imperial Highway
Los Angeles, CA 90045

7.2 State Agencies

Substances Control – CEQA
Tracking Center
400 P Street, 4th Floor
P.O. Box 806 (1001 I Street)
Sacramento, CA 95812-0806

John J. Benoit, Assembly Member
California State Assembly, District 64
1223 University Avenue, Suite 230
Riverside, CA 92507

Paul Cook, Assembly Member
California State Assembly,
District 65
34932 Yucaipa Blvd.
Yucaipa, CA 92339

Kevin Jeffries, Assembly Member
California State Assembly,
District 66
41391 Kalmia St., Suite 220
Murrieta, CA 92562-9766

Todd Spitzer, Assembly Member
California State Assembly, District 71
1940 North Tustin St., Suite 102
Orange, CA 92865

Robert Dutton, Senator
California State
Senate, District 31
8577 Haven Avenue, Suite 210
Rancho Cucamonga, CA 91730

Dennis Hollingsworth, Senator
California State Senate, District 36
27555 Ynez Rd., Ste. 205
Temecula, CA 92591

Jim Battin, Senator
California State Senate, District 37
73-710 Fred Waring Dr., Suite 112
Palm Desert, CA 92260

Assistant Vice President
University of California
Budget, Analysis, and Planning
247 University Hall
Berkeley, CA 94720

Juanita W. Bullock, AICP
Campus Physical Planner
University of California, Riverside
Capital and Physical Planning
3637 Canyon Crest Drive,
Bannockburr
Riverside, CA 92507

California Native Plant Society
2707 K Street, Suite 1
Sacramento, CA 95816-5113

Arlee Montalvo, Ph.D.,
Conservation Committee Chair
California Native Plant Society
4477 Picacho Drive
Riverside, CA 92507

California Wildlife Federation
1012 J Street
Sacramento, CA 95814

Headquarters Environmental Program
1120 N Street, Mail Station 27,
POB 942874
Sacramento, CA 94274-0001

D.O. Helmick, Office of Public
Affairs
California Highway Patrol
P.O. Box 942898
Sacramento, CA 94298-0001

Environmental Office Chief
Caltrans District 8
464 W. 4th Street, 6th Floor
San Bernardino, CA 92401-1400

State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Scott Dawson
California Dept. of Fish and Game
3602 Inland Empire Blvd., C-220
Ontario, CA 91764

Copies for the following agencies were included with the State Clearinghouse submittal:

Director
Department of Water Resources
1416 Ninth Street
Sacramento, CA 95814

Director
State Department of Housing and
Community Development MS 0000
P.O. Box 997413
Sacramento, CA 95899-7413

Executive Office
State Lands Commission
100 How Avenue, Suite 100
Sacramento, CA 95825

Director
Department of Fish and Game
1416 Ninth Street
Sacramento, CA 95814

Director
Department of Parks and Recreation
915 I Street, 5th Floor
Sacramento, CA 95814

Executive Office
State Water Resources Control Board
1001 I Street
Sacramento, CA 95814

Director
Department of Conservation
801 K Street MS 24-01
Sacramento, CA 95814

Executive Office
Integrated Waste Management Board
8800 Cal Center Drive
Sacramento, CA 95826

Secretary
Resources Agency
1416 Ninth Street
Sacramento, CA 95814

Executive Office
State Air Resources Board
1001 I Street
Sacramento, CA 95812

Executive Director
Energy Commission
1516 Ninth Street
Sacramento, CA 95814

Director
Department of Health Services
714/744 P Street
Sacramento, CA 95814

Chief, Bureau of School Planning
Department of Education
721 Capitol Mall
Sacramento, CA 95814

Director
Department of Food and Agriculture
1220 N. Street
Sacramento, CA 95814

Executive Director
Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102

Executive Secretary
Native American Heritage Commission
915 Capitol Mall, Rm 364
Sacramento, CA 95814

Chief, Environmental Planning and Management
Department of General Services
400 R Street, Suite 5100
Sacramento, CA 95814

7.3 Regional/County/City Agencies

Bob Buster, Supervisor, District 1,
County of Riverside
Board of Supervisors
4080 Lemon Street, 5th Floor
Riverside, CA 92501

John Tavaglione, Supervisor,
District 2, County of Riverside
Board of Supervisors
4080 Lemon Street, 5th Floor
Riverside, CA 92501

Jeff Stone, Supervisor, District 3,
County of Riverside
Board of Supervisors
4080 Lemon Street, 5th Floor
Riverside, CA 92501

Roy Wilson, Supervisor, District 4,
County of Riverside
Board of Supervisors
4080 Lemon Street, 5th Floor
Riverside, CA 92501

Marion Ashley, Supervisor, District 5,
County of Riverside
Board of Supervisors
4080 Lemon Street, 5th Floor
Riverside, CA 92501

City Council – City of Corona
400 South Vicentia Avenue
Corona, CA 92882

City Council – City of Perris
101 North D Street
Perris, CA 92570-1998

City Council – City of San Jacinto
248 East Main Street
San Jacinto, CA 92583

City Council – City of Riverside
3900 Main Street
Riverside, CA 92522

City Council – City of Moreno Valley
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552

Susan Chapman, Program Manager
Metro CEQA Review Coordination
One Gateway Plaza
Los Angeles, CA 90012-2952

Executive Director
San Bernardino Associated Governments
1170 West 3rd Street, 2nd Floor
San Bernardino, CA 92401-1715

Kenneth Sulzer, Executive Officer,
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Arnold San Miguel
Government and Public Affairs
Southern California Association of Governments
3600 Lime St., Suite 216
Riverside, CA 92501

Hasan Ikhrata
Director of Planning
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017-3435

Mark Pisano, Executive Director
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017-3435

Eric H. Roth
Intergovernmental Review
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017-3435

Jacob Lieb, Manager,
Environmental Division
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017-3435

Art Leahy, Chief Executive Officer
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863-1584

Rick Bishop
Executive Director
Western Riverside Council of Governments
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Steve Smith, Ph.D.
Program Supervisor –
CEQA Section,
South Coast Air Quality Management District
21865 Copley Dr.
Diamond Bar, CA 91765-4182

Riverside Community College
District Offices
1533 Spruce Street
Riverside, CA 92507

Riverside County Clerk
4080 Lemon Street
Riverside, CA 92501

Michael Schumacher,
County Executive Officer
County of Orange
10 Civic Center Plaza
Santa Ana, CA 92701

Office of Education
County of Riverside
3939 13th Street
Riverside, CA 92502-0868

Ray Smith Public Information Officer,
County of Riverside
4080 Lemon Street, 5th Floor
Riverside, CA 92501

Assessor
County of Riverside
P.O. Box 12004
Riverside, CA 92502

Ron Goldman, Planning Director
County of Riverside
4080 Lemon Street, 14th Floor
Riverside, CA 92501

Juan Perez, Director of Transportation
County of Riverside
4080 Lemon Street, 8th Floor
Riverside, CA 92502

Bill Luna, County Executive Officer
County of Riverside
4080 Lemon Street, 5th Floor
Riverside, CA 92501

Robert Nelson
Waste Management Department
County of Riverside
14310 Frederick St.
Moreno Valley, CA 92553

Vana R. Olson, Director
County of San Bernardino
Transportation Dept.
825 E. 3rd Street, Room 143
San Bernardino, CA 92415-0835

Walter F. Ekard
Chief Administrative Officer
County of San Diego
1600 Pacific Highway
San Diego, CA 92101

Lee Gleason
County Service Area 128 (East)
20850 Oaknoll Drive
Lake Mathews, CA 92570

John Lorenz, Chairman
County Service Area 128 (West)
21200 Ridgedale
Perris, CA 92570

David Janssen
Chief Executive Officer
County of Los Angeles
713 Kenneth Hahn Hall of Administration
Los Angeles, CA 90012

Steven Pastor, Executive Director
Riverside County Farm Bureau
2116 Box Spring Rd., #102
Moreno Valley, CA 92557

Dusty Williams
General Manager/Chief Engineer
Riverside County Flood Control &
Water Conservation Dist.
1995 Market St.
Riverside, CA 92501

Zully Smith
Operations/Special Projects
Riverside County Flood Control &
Water Conservation Dist.
1995 Market St.
Riverside, CA 92501

Carolyn Syms-Luna
Riverside County Habitat
Conservation Agency
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Kenneth M. Young
County Superintendent of Schools
Riverside County Office of Education
P.O. Box 868
Riverside, CA 92502-0868

George Johnson, Director
Riverside County Transp. & Land
Management Agency
4080 Lemon Street, 14th Floor
Riverside, CA 92501

County Administrative Officer
San Bernardino County
385 N. Arrowhead, 5th Floor
San Bernardino, CA 92415

Charles Landry
Western Riverside County Regional
Conservation Authority
3403 Tenth Street, Suite 230
Riverside, CA 92501

Randy Anstine, City Manager
City of Banning
99 East Ramsey Street
Banning, CA 92220

Alan C. Kapanicas, City Manager
City of Beaumont
550 East 6th Street
Beaumont, CA 92223

Lori Moss, City Manager
City of Canyon Lake
31516 Railroad Canyon Road
Canyon Lake, CA 92570

Clint Herrera
City of Corona
400 South Vicentia Avenue
Corona, CA 92882

Brad Robbins, City Manager
City of Corona
400 South Vicentia Avenue
Corona, CA 92882

Len Wood, City Manager
City of Hemet
445 E. Florida Avenue
Hemet, CA 92543

Robert Brady, City Manager
City of Lake Elsinore
130 South Main Street
Lake Elsinore, CA 92530

Robert Gutierrez, City Manager
City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92530

Rick Dudley, City Manager
City of Murrieta
26442 Beckman Ct.
Murrieta, CA 92562

Jeff Allred, City Manager
City of Norco
2870 Clark Avenue
Norco, CA 91760

Diane Sbardellati, Planning
City of Perris
101 North D Street
Perris, CA 92570-1998

City Manager
City of Perris
101 North D Street
Perris, CA 92570-1998

Tom Boyd, Public Works
City of Riverside
3900 Main Street
Riverside, CA 92522

Brad Hudson, City Manager
City of Riverside
3900 Main Street
Riverside, CA 92522

Barry McClellan, City Manager
City of San Jacinto
248 E. Main Street
San Jacinto, CA 92583

Eric Skaugset
City of San Jacinto
248 E. Main Street
San Jacinto, CA 92583

Gil Stewart
Indian Affairs Bureau
2038 Iowa Avenue, Suite 101
Riverside, CA 92507-2401

Rachel Struglia
Riverside Fire Lab
4955 Canyon Crest Dr.
Riverside, CA 92507-6099

Headquarters,
Riverside County Fire Department
210 West San Jacinto Avenue
Perris, CA 92570

City of Corona Fire Department
400 South Vicentia Avenue
Corona, CA 92882

City of Riverside Fire Department
3900 Main Street
Riverside, CA 92552

Riverside County Sheriff's
Department
4095 Lemon Street
Riverside, CA 92501

David Solow
Chief Executive Officer
Southern California Regional Rail Authority
700 South Flower, 26th Floor
Los Angeles, CA 90017

Larry Rubio, Chief Executive Officer
Riverside Transit Agency
1825 Third Street
Riverside, CA 92517-1968

Tom Fam, Principal Development
Riverside County Economic Development Agency
P.O. Box 1180
Riverside, CA 92502

Patti Drusky, President/CEO
San Jacinto Valley Chamber of Commerce
615 N. San Jacinto Avenue
Hemet, CA 92543

Richard Gordon,
Membership Executive
San Jacinto Valley Chamber of Commerce
615 N. San Jacinto Avenue
Hemet, CA 92543

Jim Walling, President
City of Beaumont Chamber of Commerce
726 Beaumont Ave.
Beaumont, CA 92223

Board of Directors
Hemet San Jacinto Valley Chamber of Commerce
615 N. San Jacinto Avenue
Hemet, CA 92543

Cindy Roth, President/CEO
Greater Riverside Chambers of Commerce
3985 University Avenue
Riverside, CA 92501

Tom Thomas, President
Lake Elsinore Valley Chamber of Commerce
132 W. Graham Avenue
Lake Elsinore, CA 92530

Robert Turner, President
Perris Valley Chamber of Commerce
11 South D Street
Perris, CA 92570

Jamil Dada, President
Moreno Valley Chamber of Commerce
22500 Town Circle #2208
Moreno Valley, CA 92553

Pete Dangermond,
Executive Director
Riverside Land Conservancy
4075 Mission Inn Drive
Riverside, CA 92501

Bob Hewitt
District Conservationist
Riverside-Corona Resource Consv Dist
4500 Glenwood Dr., Building A
Riverside, CA 92501-3042

Carol Jensen, Reference Librarian
Library - Canyon Lake Branch
31508 Railroad Canyon Road
Canyon Lake, CA 92587

Reference Librarian
Library – Corona
650 S. Main St.
Corona, CA 92882

Reference Librarian
Library – Hemet
510 Florida Ave.
Hemet, CA 92543

Ron Stump, Reference Librarian
Library – Perris Branch
163 E. San Jacinto Ave.
Perris, CA 92570

Reference Librarian
Library – San Jacinto Public Library
500 Idyllwild Drive
Riverside, CA 92583

Karen Cramer
Reference Librarian
Library – Riverside Central
3581 Mission Inn Ave.
Riverside, CA 92501

John Roberts, Executive Officer
RWQCB – San Diego Region 9
9174 Sky Park Ct., Ste 100
San Diego, CA 92123-4340

Gerard Thibeault
Executive Officer
RWQCB – Santa Ana Region 8
3737 Main Street, Suite 500
Riverside, CA 92501-3339

Bob Whitaker Sanitary Engineering Associate
Santa Ana Regional Water Quality Control Board
3737 Main St., #500
Riverside, CA 92501

Mark Adelson
Santa Ana Regional Water Quality Control Board
3737 Main St., #500
Riverside, CA 92501

March JPA
P.O. Box 7480
Moreno Valley, CA 92552

Charles Fantray, President
Inland Empire African American Chamber
1911 E. Commercenter E., Ste 313
San Bernardino, CA 92408

Kip Field
City of Corona Public Works Department
400 South Vicentia Avenue
Corona, CA 92882

Ahmad R. Ansari
City of Perris Public Works Department
101 North D Street
Perris, 92570

Mike Emberton,
Public Works Director
City of San Jacinto Public Works Department
248 East Main Street
San Jacinto, CA 92583

County of Riverside Public Works Department
3900 Main Street
Riverside, CA 92522

Bob Botts
RCTC Commissioner
City of Banning
99 East Ramsey Street
Banning, CA 92220

Gregory S. Pettis
RCTC Commissioner
City of Cathedral City
68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234

Rick Gibbs
RCTC Commissioner
City of Murrieta
26442 Beckman Court
Murrieta, CA 92562

Roger Berg
RCTC Commissioner
City of Beaumont
550 East 6th Street
Beaumont, CA 92223

Eduardo Garcia
RCTC Commissioner
City of Coachella
1515 Sixth Street
Coachella, CA 92236

Frank Hall
RCTC Commissioner
City of Norco
2870 Clark Avenue
Norco, CA 92860-1169

Joseph DeConinck
RCTC Commissioner
City of Blythe
235 N. Broadway Street
Blythe, CA 92225

Jeff Miller
RCTC Commissioner
City of Corona
815 West Sixth Street
Corona, CA 92882

Dick Kelly
RCTC Commissioner
City of Palm Desert
73-510 Fred Waring Drive
Palm Desert, CA 92260

John Chlebnik
RCTC Commissioner
City of Calimesa
908 Park Avenue
Calimesa, CA 92320

Yvonne Parks
RCTC Commissioner
City of Desert Hot Springs
65-950 Pierson Boulevard
Desert Hot Springs, CA 92240

Ginny Foat
RCTC Commissioner
City of Palm Springs
3200 Tahquitz Canyon Way
Palm Springs, CA 92263

Mary Craton
RCTC Commissioner
City of Canyon Lake
31516 Railroad Canyon Road
Canyon Lake, CA 92587

Robin Lowe
RCTC Commissioner
City of Hemet
445 East Florida Avenue
Hemet, CA 92543

Daryl R. Busch
RCTC Commissioner
City of Perris
101 North D Street
Perris, CA 92570

Frank West
RCTC Commissioner
City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92552

Patrick Mullany
RCTC Commissioner
City of Indian Wells
44-950 Eldorado Drive
Indian Wells, CA 92210

Gordon Moller
RCTC Commissioner
City of Rancho Mirage
69-825 Highway 111
Rancho Mirage, CA 92270

Bob Magee
RCTC Commissioner
City of Lake Elsinore
130 South Main Street
Lake Elsinore, CA 92530

Michael H. Wilson
RCTC Commissioner
City of Indio
100 Civic Center Mall
Indio, CA 92201

Steve Adams
RCTC Commissioner
City of Riverside
3900 Main Street - 7th Floor
Riverside, CA 92522

Ron Roberts
RCTC Commissioner
City of Temecula
43200 Business Park Drive
Temecula, CA 92589

Terry Henderson
RCTC Commissioner
City of La Quinta
78-495 Calle Tampico
La Quinta, CA 92253

Chris Carlson
RCTC Commissioner
City of San Jacinto
248 East Main Street
San Jacinto, CA 92583

7.4 Tribal Governments

Patricia Tuck, Interim Director
Tribal Historic Preservation Office
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

John A. James
Tribal Chair/Tribal Administration
Cabazon Band of Mission Indians
84-245 Indio Springs Drive
Indio, CA 92203

Anthony Madrigal, Jr.,
Interim-Chairperson
Cahuilla Tribal Hall
PO Box 391760
Anza, CA 92539

Sam Dunlap, Tribal Secretary
Gabrielino/Tongva Tribal Council/
Gabrielino Tongva Nation
761 Terminal Street
Los Angeles, CA

Anthony Morales, Chairperson
Gabrielino/Tongva, San Gabriel Band of Mission Indians
PO Box 693
San Gabriel, CA

Michael Contreras
Cultural Resource Program Manager
Morongo Band of Mission Indians
49750 Seminole Drive
Cabazon, CA 92230

Paul Macarro
Cultural Resource Center
Pechanga Band of Luiseno Indians
Po Box 1477
Temecula, CA 92593

Laura Miranda
Deputy General Counsel
Pechanga Band of Luiseno Indians
Po Box 1477
Temecula, CA 92593

Joseph Hamilton, Vice Chairman
Ramona Band of Mission Indians
PO Box 391670
Anza, CA 92539

Goldie Walker
Serrano Band of Indians
6588 Valaria Drive
Highland, CA 92346

Harold Arres
Cultural Resources Manager
Soboba Band of Luiseno Indians
PO Box 487
San Jacinto, CA 92581

Robert Salgado, Chairperson
Soboba Band of Mission Indians
PO Box 487
San Jacinto, CA 92581

Ann Brierty
Environmental Department
San Manuel Band of Mission Indians
101 Pure Water Lane
Highland, CA 92346

Henry Duro, Chairperson
San Manuel Band of Mission Indians
26569 Community Center Drive
Serrano, CA 92346

Richard Milanovich
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

Erica Helms
Cultural Resources Manager
Soboba Band of Luiseño Indians
P.O. Box 487
San Jacinto, CA 92581

John Marcus, Chairperson
Santa Rosa Band of Indians
P. O. Box 609
Hemet, CA 92546

Cindi Alvitre
Ti'At Society
6515 E. Seaside Walk, #C
Long Beach, CA 90803

7.5 School Districts

Dr. Shari Fox, Superintendent
San Jacinto Unified School District
2045 S. San Jacinto Avenue
San Jacinto, CA 92583

Ron Bennett, Superintendent
Alvord Unified School District
10365 Keller Avenue
Riverside, CA 92505

Thomas R. Pike,
Asst. Superintendent
Corona-Norco Unified School District
2820 Clark Avenue
Norco, CA 92860

Bruce N. Dennis,
Board Vice President
Nuview Union School District
29780 Lakeview Avenue
Nuevo, CA 92567

Shari S. Lauda, Board President
Nuview Union School District
29780 Lakeview Avenue
Nuevo, CA 92567

Edward Agundez, Superintendent
Perris Elementary School District
143 E. First St.
Perris, CA 92570

Jonathon Greenberg,
Superintendent
Perris Union High School District
155 E. 4th Street
Perris, CA 92570-2124

Lewis J. Vanderzyl, President
Riverside Unified School District
3380 14th Street
Riverside, CA 92501

David Guckert,
Maintenance/Operations/
Trans Dir.
Romoland School District
25900 Leon Road
Homeland, CA 92548

Dr. Philip Pendley, Superintendent
Hemet Unified School District
2350 W. Latham Ave.
Hemet, CA 92545

C. Fred Workman, Superintendent
Val Verde Unified School District
975 W. Morgan Street
Perris, CA 92570

7.6 Special Districts/Utilities

Anthony Pack,
Deputy Gen. Mgr. of
Operations/Admin.
Eastern Municipal Water District
2270 Trumble Road,
P.O. Box 8300
Perris, CA 92572-8300

Betty Gibbel, Public Affairs
Eastern Municipal Water District
2270 Trumble Road, P.O. Box 8300
Perris, CA 92572-8300

Mike Luker,
Director of Water Reclamation
Eastern Municipal Water District
2270 Trumble Road,
P.O. Box 8300
Perris, CA 92572-8300

James Laughlin, General Manager
Elsinore Valley Municipal Water District
31315 Chaney
Lake Elsinore, CA 92530

Sharon Sweesy, General Manager
Elsinore Water District
16899 Lakeshore Dr.
Lake Elsinore, CA 92531-1019

Clem Kunkel,
Operations Manager
High Valleys Water District
47781 Twin Pines Rd.
Banning, CA 92220

Director
Home Gardens County Water District
3832 N. Grant Street
Corona, CA 92879

Daniel Archuleta, Director
Home Gardens Sanitary District
13538 Magnolia Avenue
Corona, CA 91719-2032

Frank D. Marshall, Director
Lake Hemet Municipal Water District
2480 E. Florida Ave.
Hemet, CA 92544-0039

Rob Lindquist, Jr.
General Manager
Lake Hemet Municipal Water District
2480 E. Florida Avenue
Hemet, CA 92544

John Pastore, General Manager
Lee Lake Water District
22646 Temescal Canyon Rd.
Corona, CA 91719

John Shamma, P.E.
Metropolitan Water District
700 N. Alameda St.
Los Angeles, CA 90012

Laura Simonek
Metropolitan Water District
700 N. Alameda St.
Los Angeles, CA 90012

President/CEO
Metropolitan Water District
700 N. Alameda St.
Los Angeles, CA 90012

Karen Tachiki, General Counsel
Metropolitan Water District
700 N. Alameda St.
Los Angeles, CA 90012

Cinthia Sievers, Office Manager
Nuevo Water Co.
30427 Eleventh Street
Nuevo, CA 92367

Director
Santa Ana River Water Company
10530 54th Avenue
Mira Loma, CA 91752

Donald L. Harriger,
General Manager
Western Municipal Water District
450 Alessandro Blvd
Riverside, CA 92508

John L. West, Director
West Riverside Canal Co.
PO Box 3617
Riverside, CA 92519

C R & R Disposal/Hauling/Recycling
P O Box 1208
Perris, CA 92572

Director,
General Telephone Company
150 S. Juanita Street
Hemet, CA 92544

Manager, AT&T
3073 Adams Street
Riverside, CA 92504

Verizon Communications
150 South Juanita Street
Hemet, CA 92543

John Goller, General Manager/
Customer Operations
GTE
3633 E. Inland Empire Blvd., #600
Ontario, CA 91764

Manager, Pacific Bell Telephone Co.
3073 Adams Street
Riverside, CA 92504

Viet Tran
Southern California Edison
26100 Menifee Road
Romoland, CA 92585

Louis B. Davis,
Region Public Affairs Manager
Southern California Edison–
San Jacinto Service Center
26100 Menifee Rd.
Romoland, CA 92585

Southern California Gas
1931 Lugonia Avenue,
PO Box 3003
Redlands, CA 92373-0306

Lynn Durrett,
Area Cable Project Engineer
SPRINT
282 South Sycamore St.
Rialto, CA 92376

7.7 Interested Parties

Kenneth J. Halama, Ph.D.,
Director, UC Natural Reserve System/Department of Biology/
Motte Rimrock Reserve/
Emerson Oaks Reserve
208 Spieth Hall,
University of California
Riverside, CA 92521

Archaeological Research Unit
University of California
Riverside, CA 92521

Andrew Sanders, Botanist
Department of Botany and Plant Species
University of California
Riverside, CA 92515

Thomas A. Scott,
Professor of Conservation Biology
Department of Earth Sciences
University of California Riverside – Geology
Riverside, CA 92521

Leonard Nunney
Department of Biology, UCR
University of California, Riverside
Riverside, CA 92521

Sierra Club
1414 K Street, Suite 500
Sacramento, CA 95814

David Perlman, Chair
Sierra Club
3435 Wilshire Blvd, Suite 320
Los Angeles, CA 90010-1904

George Hague
Sierra Club, San Gorgonio Chapter
26711 Ironwood Avenue
Moreno Valley, CA 92555

Museum of Vertebrate Zoology
2593 Life Sciences Building
Berkeley, CA 94720

Riverside Press Enterprise
712 S Main St
Corona, CA 92882

The Perris Progress
240 W 4th St
Perris, CA 92570

Jeff Davis, General Manager
San Gorgonio Pass Water Agency
1210 Beaumont Ave.
Beaumont, CA 92223

President, Riverside County Bar Association
4129 Main Street #100
Riverside, CA 92501

Lisa Conyers, Vice President
Riverside County Board of Education
P.O. Box 868
Riverside, CA 92502-0868

Board of Directors
Riverside Community College
4800 Magnolia Avenue
Riverside, CA 92501

Board of Directors
Riverside Community Hospital
4445 Magnolia Avenue
Riverside, CA 92501

Ann L. Turner McKibben, President
Friends of the Northern San Jacinto Valley
P.O. Box 9097
Moreno Valley, CA 92552-9097

Board of Directors
Hemet Valley Medical Center
1117 E. Devonshire Ave.
Hemet, CA 92543

President, Jensen-Alvarado Ranch Association
4756 Foxbourough Ct.
Riverside, CA 92509

Jim Guthrie
Transportation NOW
647 N. Main St., Ste 2C
Riverside, CA 92501

Thomas Carpenter, Esq., Director
Valley Health System Hospital District
1117 E. Devonshire Ave.
Hemet, CA 92543

Bill Leahy, Field Rep.
The Nature Conservancy
22115 Tenaja Road
Murrieta, CA 92562

Audubon Society –
San Bernardino Valley
2024 Orange Tree Lane
Redlands, CA 92374

Jonathan Evans, Staff Attorney
Center for Biological Diversity
8033 Sunset Blvd.
Los Angeles, CA 90046-2401

Bob Wheeler
Elsinore-Murietta-Anza Resource Conservation District
24280 Washington Avenue
Murrieta, CA 92562

Dan Silver, Executive Director
Endangered Habitats League
8424-A Santa Monica Blvd., #592
Los Angeles, CA 90069-4267

John Byrns
U.S. Foodservice
1283 Sherborn Street Ste 102
Corona, CA 92879

Lily Quiroa
Waste Management–El Sobrante Landfill
10910 Dawson Canyon
Corona, CA 92883

Damon De Frates
El Sobrante Landfill,
USA Waste of California
10910 Dawson Canyon Road
Corona, CA 92883

Eddy Konno
San Jacinto Wildlife Refuge
California Department of Fish and Game
78078 Country Club Drive, Suite 109
Bermuda Dunes, CA 92203

David Ruhl,
Senior Project Manager
Santa Ana Watershed Project Authority
11615 Sterling Ave.
Riverside, CA 92503-4979

Celeste Cantu, General Manager
Santa Ana Watershed Project Authority
11615 Sterling Ave.
Riverside, CA 92503-4979

Samuel W. Goepp,
General Manager
Valley-Wide Recreation and Park District
901 W. Esplanade Ave.
San Jacinto, CA 92581

Borre Winckel, Executive Officer
Building Industry Association
3891 11th Street
Riverside, CA 92501

California Bicycle Coalition
1017 L Street, #288
Sacramento, CA 95814

Autumn DeWoody
Programs Director
Inland Empire Waterkeeper
3741 Merced Drive, Unit F2
Riverside, CA 92503

Cindy Ferry
16115 Rocky Bluff Road
Gavilan Hills, CA 92570-7471

This page intentionally left blank

Appendix A CEQA Checklist

Supporting documentation of all CEQA checklist determinations is provided in Chapters 3 and 4 of this Environmental Impact Report/Environmental Impact Statement. Documentation of "No Impact" determinations is provided in Section 4.2.1. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 3.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☒	☐	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☒	☐	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☒	☐	☐
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☒	☐	☐
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☒	☐	☐
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☒	☐	☐
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☒	☐	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☒	☐	☐	☐
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XI. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☒	☐	☐
Police protection?	☐	☒	☐	☐
Schools?	☐	☒	☐	☐
Parks?	☐	☒	☐	☐
Other public facilities?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☒	☐	☐
XV. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☒	☐	☐
f) Result in inadequate parking capacity?	☐	☐	☒	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☒	☐	☐
XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Appendix B Section 4(f) Evaluation

This page intentionally left blank

MID COUNTY PARKWAY

District 8-Riv-KP 0.0/51.0 PM 0.0/31.7

EA 08-0F3200

DRAFT

SECTION 4(F) EVALUATION

Submitted Pursuant to

42 USC 4332(2)(c) and 49 USC 303

Prepared by the

U.S. Department of Transportation

Federal Highway Administration

and the

State of California Department of Transportation

and the Riverside County Transportation Commission

September 2008

This page intentionally left blank

DRAFT

SECTION 4(F) EVALUATION

Submitted Pursuant to 42 USC 4332(2)(c) and 49 USC 303

MID COUNTY PARKWAY PROJECT

08-RIV-KP0.0/51.0 (PM0.0/31.7)
EA 08-0F3200

September 2008

This page intentionally left blank

TABLE OF CONTENTS

LIST OF ACRONYMS v
1.0 INTRODUCTION 1-1
2.0 PROPOSED ACTION 2-1
2.1 PURPOSE OF, AND NEED FOR, THE PROPOSED PROJECT 2-1
2.2 PROJECT ALTERNATIVES 2-2
3.0 SECTION 4(F) PROPERTIES 3-1
3.1 IDENTIFICATION OF SECTION 4(F) PROPERTIES 3-1
4.0 IMPACTS ON THE SECTION 4(F) PROPERTIES 4-1
4.1 USE OF SECTION 4(F) PROPERTIES 4-1
4.2 SUMMARY OF USE IMPACTS BY SECTION 4(F) PROPERTY 4-49
4.3 NET HARM ANALYSIS BY ALTERNATIVE 4-50
5.0 AVOIDANCE ALTERNATIVES 5-1
5.1 TEST FOR FEASIBLE AND PRUDENT AVOIDANCE ALTERNATIVES 5-1
5.2 AVOIDANCE ALTERNATIVES FOR ALL USE IMPACTS OF THE MCP BUILD ALTERNATIVES 5-2
5.3 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM EL CERRITO SPORTS PARK 5-7
5.4 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM THE LAKE MATHEWS/ESTELLE MOUNTAIN RESERVE 5-8
5.5 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM THE EL SOBRANTE LANDFILL MULTIPLE SPECIES HABITAT CONSERVATION PLAN AREA 5-13
5.6 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM PARAGON PARK 5-14
5.7 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM P-33-4759/H (CA-RIV-4759/H) CAJALCO TIN MINE DISTRICT 5-23
5.8 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM P-33-13791 (CA-RIV-7843) CAJALCO CREEK SITE 5-24
5.9 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM P-33-16598 (CA-RIV-8712) MULTI-USE PREHISTORIC SITE 5-26
6.0 MEASURES TO MINIMIZE HARM 6-1
6.1 EXISTING AND PLANNED HABITAT RESERVES 6-1
6.2 EL CERRITO SPORTS PARK 6-2
6.3 PARAGON PARK 6-2
6.4 HISTORIC SITES 6-3
7.0 CONSULTATION AND COORDINATION 7-1
7.1 CONSULTATION WITH RIVERSIDE COUNTY REGARDING THE PLANNED EL CERRITO SPORTS PARK 7-1
7.2 CONSULTATION WITH THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA REGARDING THE LAKE MATHEWS/ ESTELLE MOUNTAIN RESERVE 7-2
7.3 CONSULTATION WITH USA WASTE REGARDING THE EL SOBRANTE LANDFILL MULTIPLE SPECIES HABITAT CONSERVATION PLAN AREA 7-2
7.4 CONSULTATION WITH THE CITY OF PERRIS REGARDING PARAGON PARK 7-3

7.5 CONSULTATION WITH THE UNITED STATES BUREAU OF LAND MANAGEMENT REGARDING THE LAKE MATHEWS/ESTELLE MOUNTAIN RESERVE 7-3
7.6 COORDINATION WITH RIVERSIDE COUNTY HABITAT CONSERVATION AGENCY REGARDING THE LM/EM RESERVE 7-4
8.0 REFERENCES AND PREPARERS 8-1
8.1 REFERENCES 8-1
8.2 PREPARERS 8-3

FIGURES

Figure 1.1: Project Vicinity and Study Area 1-3
Figure 2.1: Alternative 4 2-3
Figure 2.2: Alternative 5 2-7
Figure 2.3: Alternative 6 2-11
Figure 2.4: Alternative 7 2-13
Figure 2.5: Alternative 9 2-17
Figure 3.1: Section 4(f) Properties within the Right of Way 3-3
Figure 4.1: Use of Section 4(f) Properties under Alternative 4 4-3
Figure 4.2: Use of Section 4(f) Properties under Alternative 5 4-11
Figure 4.3: Use of Section 4(f) Properties under Alternative 6 4-19
Figure 4.4: Use of Section 4(f) Properties under Alternative 7 4-27
Figure 4.5: Use of Section 4(f) Properties under Alternative 9 4-35
Figure 4.6: Alternative 9 with the Depressed Grade Design at Paragon Park 4-45
Figure 4.7: Alternative 9 with the Elevated Grade Design at Paragon Park 4-47
Figure 5.1: Total Avoidance Alternatives for All Section 4(f) Properties 5-3
Figure 5.2: Lake Mathews/Estelle Mountain Reserve Avoidance Alternatives 5-11
Figure 5.3: Paragon Park Avoidance Alternative – Rider Street Design Variation 5-17
Figure 5.4: Paragon Park Avoidance Alternative – Realignments North and South 5-21

TABLES

Table 2.1: Summary of Interchanges and Design Variations MCP Build Alternatives 2-5
Table 3.1: Section 4(f) Properties and the MCP Build Alternatives Along Which They Are Located 3-5
Table 4.1: Use of Land from Section 4(f) Properties by Alternative 4 and Alternative 4 with the Design Variations 4-9
Table 4.2: Use of Land from Section 4(f) Properties by Alternative 5 and Alternative 5 with the Design Variations 4-10
Table 4.3: Use of Land from Section 4(f) Properties by Alternative 6 and Alternative 6 with the Design Variations 4-17
Table 4.4: Use of Land from Section 4(f) Properties by Alternative 7 and Alternative 7 with the Design Variations 4-26
Table 4.5: Use of Land from Section 4(f) Properties by Alternative 9 and Alternative 9 with the Design Variations 4-34

Table 4.6: Summary of Use Impacts by Alternative 4-49
Table 4.7: Evaluation of Net Harm after Mitigation 4-51
Table 4.8: Summary of Use of Land from Section 4(f) Properties by MCP Build Alternative 4-56

APPENDICES

A: OTHER RESOURCES CONSIDERED
B: CONSULTATION CORRESPONDENCE

This page intentionally left blank

LIST OF ACRONYMS

ac	acre, acres
ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
ASR	*Archaeological Survey Report*
BLM	United States Bureau of Land Management
Caltrans	California Department of Transportation
CD	Collector Distributor
CDFG	California Department of Fish and Game
CFR	Code of Federal Regulations
CNF	Cleveland National Forest
CRA	Colorado River Aqueduct
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ESLMSHCP	El Sobrante Landfill Multiple Species Habitat Conservation Plan
FHWA	Federal Highway Administration
ft	foot, feet
GIS	Geographic Information Systems
ha	hectare, hectares
HCP	Habitat Conservation Plan
HOV	high-occupancy vehicle
HPSR	*Historic Property Survey Report*
HRER	*Historic Resources Evaluation Report*
I-15	Interstate 15
I-215	Interstate 215
km	kilometers
LM/EM	Lake Mathews/Estelle Mountain
LMN-GP	Lake Mathews North General Plan Segment
m	meter(s)
MCP	Mid County Parkway
Metropolitan	Metropolitan Water District of Southern California
mi	mile(s)
MSHCP	Multiple Species Habitat Conservation Plan
OHV	off-highway vehicle

RCHCA	Riverside County Habitat Conservation Agency
RCA	Regional Conservation Authority
RCTC	Riverside County Transportation Commission
RD	Rider Street Segment
ROW	right-of-way
RTP	Regional Transportation Plan
RV	recreational vehicle
SCAG	Southern California Association of Governments
sf	square foot/feet
SHPO	State Historic Preservation Officer
SKR	Stephen's kangaroo rat
sq	square
SR-60	State Route 60
SR-74	State Route 74
SR-79	State Route 79
SR-91	State Route 91
STAA	Surface Transportation Assistance Act
TBM	Thomas Brothers maps
TCE(s)	temporary construction easement(s)
USACE	United States Army Corps of Engineers
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
VVUSD	Val Verde Unified School District

1.0 INTRODUCTION

The Riverside County Transportation Commission (RCTC), in cooperation with the Federal Highway Administration (FHWA), California Department of Transportation (Caltrans) District 8, County of Riverside, City of San Jacinto, City of Perris, and City of Corona, proposes to construct the Mid County Parkway (MCP) project, a new highway project in Riverside County, California. The project area is in western Riverside County, primarily along or parallel to existing Cajalco Road and the Ramona Expressway. Figure 1.1 depicts the MCP study area and the regional location of the project. The MCP study area is approximately 53 kilometers (km) (32 miles [mi]) long and ranges from 1.7 to 8.3 km (1 to 5 mi) wide. The MCP project will serve as a major east–west connection in western Riverside County and will also provide for regional movement to eastern Riverside County and Los Angeles and Orange Counties. The proposed action would adopt an MCP alignment and construct a major, limited-access transportation facility to meet current and projected 2035 travel demand from Interstate 15 (I-15) on the west to State Route 79 (SR-79) on the east.

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

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

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

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

This Section 4(f) Evaluation assesses the use of Section 4(f) properties by the MCP project. This Evaluation includes:

Section 2.0, Proposed Action. This section briefly describes the purpose of and need for the project and the No Action/No Build and MCP Build Alternatives.

Section 3.0, Section 4(f) Properties. This section identifies the Section 4(f) properties considered in this Section 4(f) Evaluation.

Section 4.0, Impacts on the Section 4(f) Properties. This section identifies the Section 4(f) properties used by the MCP Build Alternatives.

Section 5.0, Avoidance Alternatives. This section discusses alternatives that were considered to avoid the use of Section 4(f) properties by the MCP Build Alternatives.

Section 6.0, Measures to Minimize Harm. This section discusses measures and actions that were incorporated in the MCP Build Alternatives to avoid or reduce the use of Section 4(f) resources.

Section 7.0, Consultation and Coordination. This section discusses coordination conducted with the owners/operators of the Section 4(f) properties.

Section 8.0, References and Preparers. This section lists the references used in preparing this Section 4(f) Evaluation. It also lists the preparers of the Section 4(f) Evaluation.

Appendix A. Other Resources Considered

Appendix B. Consultation Correspondence

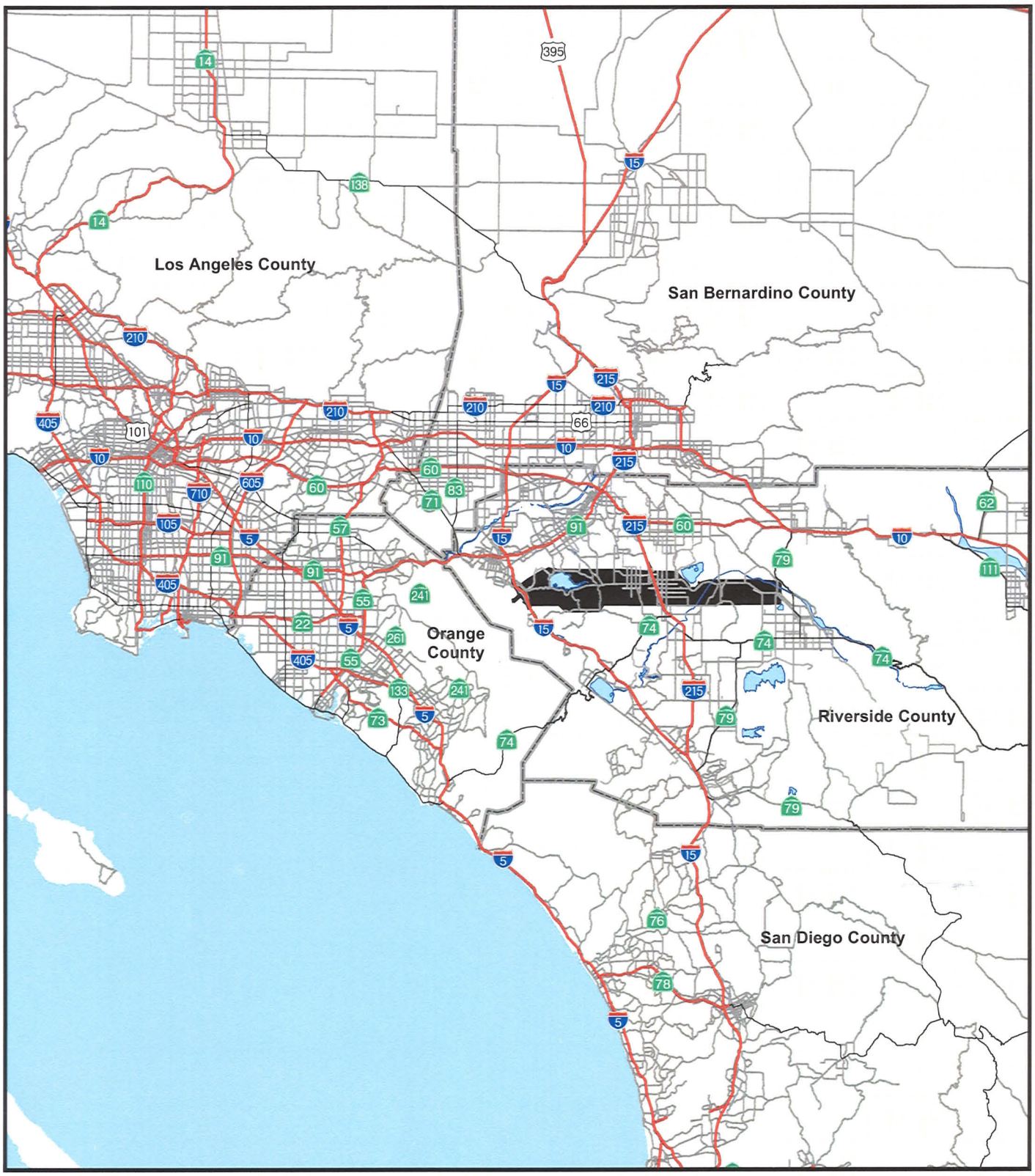


Figure 1.1

Legend

Mid County Parkway Study Area

SOURCE: TBM (2006), Jacobs Engineering (2007)

0 12.5 25 50 Kilometers

0 8 16 32 Miles

Project Vicinity and Study Area

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\ProjectDescription\4f_report\Fig11_StudyArea_051407.mxd (4/30/2008)

This page intentionally left blank

2.0 PROPOSED ACTION

2.1 PURPOSE OF, AND NEED FOR, THE PROPOSED PROJECT

The purpose of the proposed action is to provide a transportation facility that will effectively and efficiently accommodate regional east–west movement of people and goods between and through San Jacinto, Perris, and Corona. Specifically, the Mid County Parkway (MCP) project will:

- Provide increased capacity to support the forecast travel demand for the 2035 design year
- Provide a limited-access parkway
- Provide roadway geometrics to meet State highway design standards
- Accommodate Surface Transportation Assistance Act (STAA) National Network trucks[1]
- Provide a parkway that is compatible with a future multimodal transportation system

The MCP project is proposed in an area of western Riverside County that is undergoing substantial population and employment growth. The population in Riverside County overall is expected to double between 2000 and 2030 from 1.5 million to 3.1 million persons.[2] The population in western Riverside County is expected to increase by over 1 million people between 2000 and 2025, an increase of more than 85 percent. Growth in employment is expected to occur at an even higher rate, with an increase of over 115 percent in the number of jobs.[3] Although currently funded transportation improvements will address some of this projected future demand, additional transportation improvements are needed to provide for the efficient movement of goods and people in the future.

Traditionally, western Riverside County has served as a population center of individuals commuting to Orange and Los Angeles Counties, resulting in high levels of east–west travel demand. In addition to the rapid population growth in these communities, land planning and economic projections indicate that the Perris/Moreno Valley/March Air Reserve Base area will serve as a major distribution hub for goods in the Inland Empire.[4] This employment center will result in increased travel demand by commuters, as well as by trucks carrying goods in and out of the area.

---

1 These are larger trucks that are permitted on the federal Interstate system and the non-Interstate Federal-aid Primary System.

2 *2004 Regional Transportation Plan* (RTP), Southern California Association of Governments (SCAG).

3 Ibid.

4 For example, the Land Use Plan in the *Riverside County General Plan* (adopted 2003) for the former March Air Reserve Base provides for 9.7 million square feet (sf) of industrial build-out capacity and 5.1 million sf of commercial build-out capacity.

2.2 PROJECT ALTERNATIVES

The two No Project/No Action Alternatives (Alternatives 1A and 1B) and the five MCP Build Alternatives (Alternatives 4, 5, 6, 7, and 9) are described below. The alignments of the MCP Build Alternatives are shown on detailed figures in this section.

Alternative 1A: No Project/No Action—Existing Ground Conditions

Alternative 1A represents 2035 traffic on the planned street network except for future improvements to Cajalco Road and the Ramona Expressway, which would remain as they exist today. Construction of the MCP project would not be implemented with the No Project/No Action Alternative 1A. The future east–west traffic described in the study area would be served by existing Cajalco Road between Interstate 15 (I-15) and Interstate 215 (I-215) and by the existing Ramona Expressway between I-215 and State Route 79 (SR-79). This alternative assumes 2035 land use conditions and implementation of planned improvements to the regional and local circulation system, as accounted for in the adopted *Riverside County General Plan* (2003), the Riverside County Transportation Commission's (RCTC) Measure A program, and other adopted plans and policies.

Alternative 1B: No Project/No Action—*Riverside County General Plan* Circulation Element Conditions

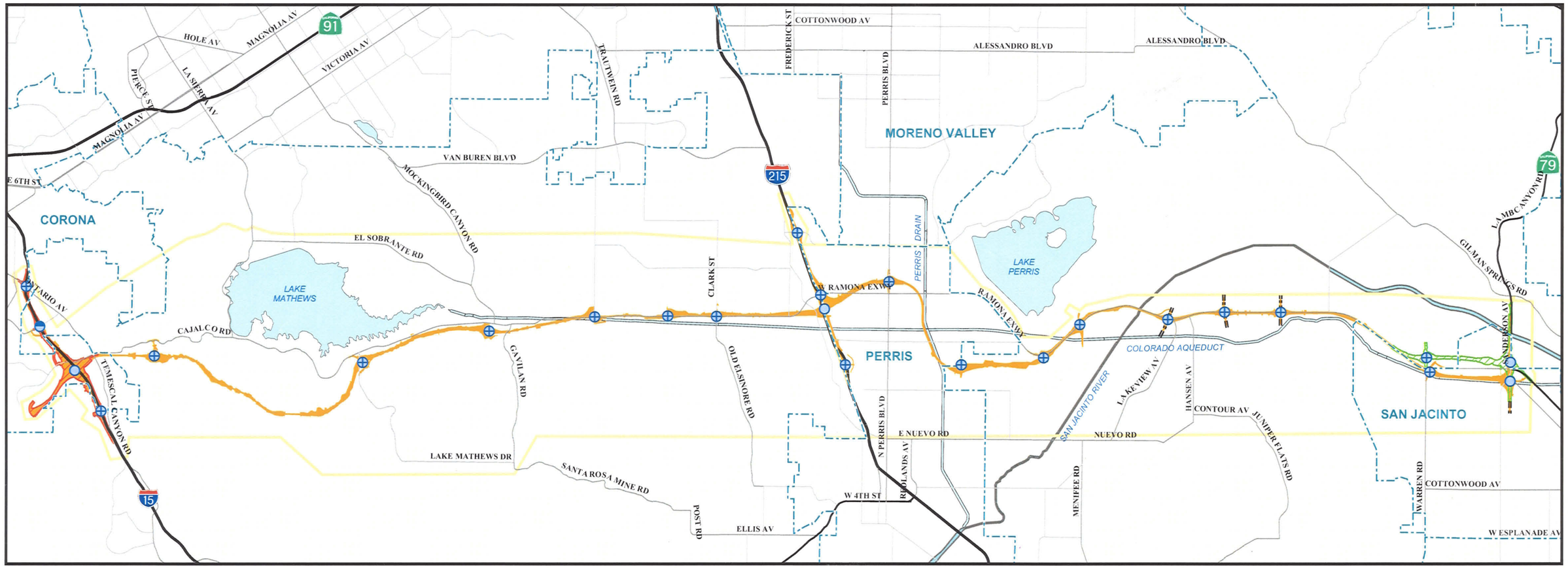
Alternative 1B represents 2035 traffic levels on the planned street network, according to the Circulation Element of the *Riverside County General Plan*. Construction of the MCP project would not be implemented with No Project/No Action Alternative 1B. This alternative is the same as Alternative 1A but includes implementation of improvements to Cajalco Road and the Ramona Expressway consistent with the *Riverside County General Plan* Circulation Element.

Alternative 4: South of Lake Mathews/North Perris (Drain)

Alternative 4 proposes a six- to eight-lane controlled-access parkway with six mixed-flow lanes for most of its length, and up to eight mixed-flow lanes near the I-215 interchange. Alternative 4 is south of Lake Mathews and follows a northern alignment through the City of Perris, as shown in Figure 2.1. Alternative 4 is south of existing Cajalco Road, west of Lake Mathews Drive, and north of the Ramona Expressway from I-215 to east of Redlands Avenue. Alternative 4 between El Sobrante Road and Wood Road is south of existing Cajalco Road, which would continue to be used as a two-way frontage road after the MCP project is constructed. Segments of existing Cajalco Road in Mead Valley would be incorporated into the local street network. The total cost of Alternative 4 (including design, right-of-way (ROW), construction, and environmental mitigation) is estimated at $4.37 billion (*Draft Project Report*, Jacobs, 2008).

System interchanges (a freeway-to-freeway-type interchange) are proposed for all the MCP Build Alternatives at I-15, I-215, and SR-79, as listed in Table 2.1. Under Alternative 4, the MCP/I-15 interchange is proposed as four levels and would be approximately 30.5 to 38.1 meters (m), (100 to 125 feet [ft]) high. The proposed four-level design will not preclude possible future high-occupancy

Temescal Wash Area | **Lake Mathews Area** | **Mead Valley Area** | **Perris Area** | **San Jacinto Area**



Legend

- Planned Road
- City Boundary
- Interchanges
  - Service
  - Service (1/2 Diamond)
  - System
- Study Area
- Alternative 4 (South Lake Mathews/Perris North (Drain)) right-of-way
- Temescal Wash Area Design Variation (1/2 Diamond at El Cerrito) (All Alternatives)
- San Jacinto North Design Variation (All Alternatives)

SOURCE: TBM (2006), Jacobs Engineering (02/2007)

0 1.61 3.22 Kilometers

0 0.5 1 2 Miles

FIGURE 2.1

Alternative 4

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\ProjectDescription\4f_report\alt4_112607.mxd (5/1/2008)

This page intentionally left blank

Table 2.1: Summary of Interchanges and Design Variations MCP Build Alternatives

Feature	Does Feature Occur Along This MCP Build Alternative?				
	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 9
System Interchanges					
At I-15	Yes	Yes	Yes	Yes	Yes
At I-215	Yes	Yes	Yes	Yes	Yes
At SR-79	Yes	Yes	Yes	Yes	Yes
Service Interchanges					
Estelle Mountain (1)	Yes	Yes	Yes	Yes	Yes
Lake Mathews Drive	Yes	Yes	Yes	Yes	Yes
El Sobrante Road	Yes	Yes	Yes	Yes	No
Old Elsinore Road	No	No	No	No	Yes
Wood Road	Yes	Yes	Yes	Yes	No
Alexander Street	Yes	Yes	Yes	Yes	No
Clark Street	Yes	Yes	Yes	Yes	No
Perris Boulevard	Yes	Yes	Yes	Yes	Yes
Evans Road	Yes	Yes	Yes	Yes	Yes
Ramona Expressway	Yes	Yes	Yes	Yes	Yes
Bernasconi Road	Yes	Yes	Yes	Yes	Yes
Reservoir Road	Yes	Yes	Yes	Yes	Yes
Town Center Boulevard (2)	Yes	Yes	Yes	Yes	Yes
Park Center Boulevard (2)	Yes	Yes	Yes	Yes	Yes
Warren Road	Yes	Yes	Yes	Yes	Yes
Design Variations					
Temescal Wash Area (3)	Yes	Yes	Yes	Yes	Yes
Rider Street (4)	No	No	No	No	Yes
Elevated Grade on Placentia Avenue/Perris Boulevard (5)	No	No	No	No	Yes
San Jacinto North (6)	Yes	Yes	Yes	Yes	Yes

Source: Jacobs Civil, Inc. (2007).

Notes:

(1) East of Temescal Canyon Road.

(2) Proposed new arterial associated with future proposed development.

(3) This is a design variation in the Temescal Wash Area that reduces the need for an extensive CD road system at the MCP/I-15 systems interchange by removing partial access from I-15 to El Cerrito Road (closing the existing southbound on-ramp and northbound off-ramp at El Cerrito Road that connect to I-15).

(4) The Rider Street Design Variation follows Rider Street (rather than Placentia Avenue) across I-215. This design variation begins approximately 125 m (410 ft) east of Haines Street (west of I-215) and extends easterly via Rider Street through the MCP/I-215 systems interchange, continuing easterly until the design variation terminates 87 m (291 ft) west of Dawson Street. This design variation also includes the MCP/I-215 interchange configuration, similar to Alternatives 5 and 7, with it extending along I-215 north and south of Rider Street.

(5) This design variation proposes elevating the segment of Alternative 9 from Barrett Avenue to Wilson Avenue approximately 8 m (26 ft) above grade.

(6) This design variation in San Jacinto follows an alignment north of the proposed MCP alignment adjacent to the Colorado River Aqueduct between Warren Road and SR-79. The San Jacinto North Design Variation is located approximately 347.4 m (1,140 ft) north of the existing Ramona Expressway.

vehicle (HOV) direct connectors at the system interchange at I-15. A collector-distributor (CD) road is proposed to run north-south to provide local access to I-15 from local interchanges at Weirick Road, Cajalco Road, El Cerrito Road, and Ontario Avenue.

Under Alternative 4, the MCP/I-215 interchange is proposed as a three-level interchange that will not preclude possible future HOV direct connectors. At the highest point, the MCP/I-215 interchange would be approximately 23 to 30 m) 75 to 100 ft) above ground level. The MCP mainline would cross over I-15 and I-215 at the respective system interchanges. A CD road is proposed to run north-south to provide local access to I-215 from the local interchanges at Placentia Avenue, Ramona Expressway, and Oleander Avenue. Alternative 4 includes a realignment of the I-215 mainline to east of the existing location, from Placentia Avenue to just north of Strata Road. The existing railroad tracks west of I-215 are proposed to remain in place under Alternative 4.

A three-level interchange is proposed at SR-79 at an approximate height of 15 m (50 ft). The MCP connection to SR-79 will be made at the proposed realignment of SR-79, south of the Ramona Expressway. As part of a separate project, SR-79 is proposed to be realigned and widened to a six-lane controlled-access highway between the Ramona Expressway and Domenigoni Parkway and is currently undergoing separate environmental review. Alternative 4 proposes direct connectors to northbound and southbound SR-79, as well a six-lane eastern extension that would terminate at a proposed signalized intersection at Ramona Expressway.

Service interchanges (interchanges that connect a controlled-access parkway to local arterials) for Alternative 4 are proposed at a number of locations, as listed in Table 2.1 and shown on Figure 2.1.

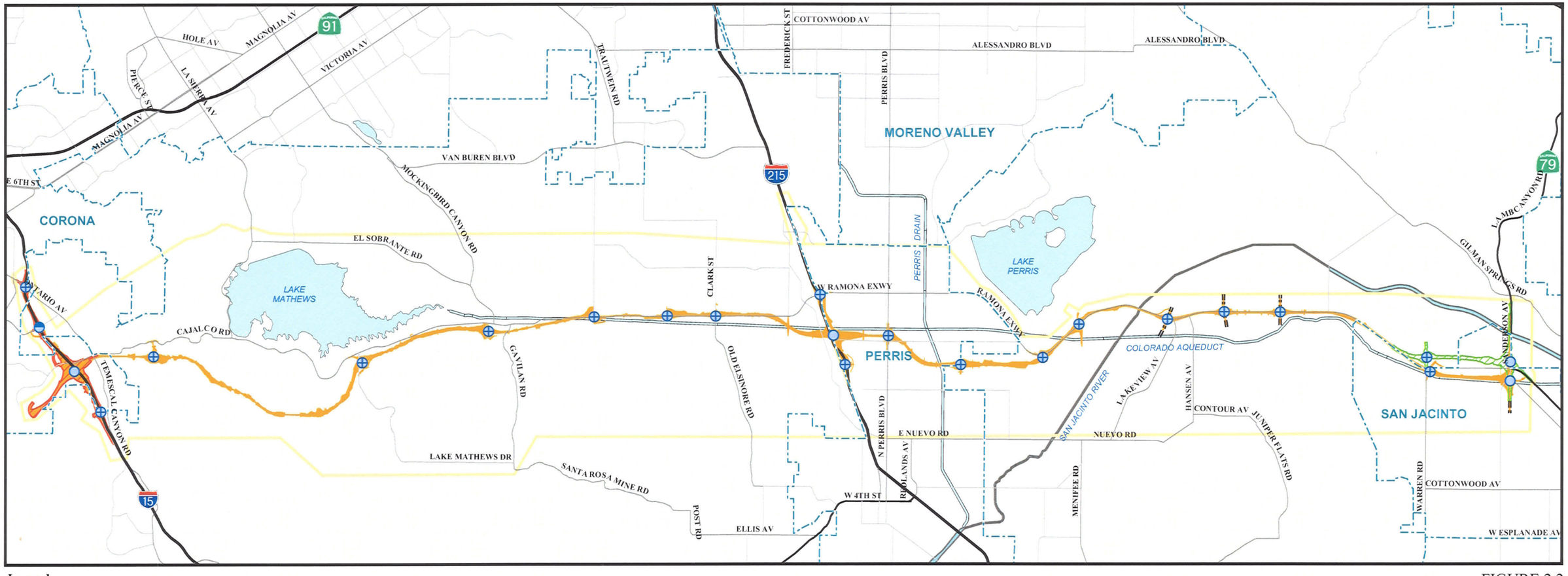
Alternative 4 includes two design variations at the western and eastern termini as listed in Table 2.1 and shown on Figure 2.1.

Alternative 5: South of Lake Mathews/South Perris (at Rider Street)

Alternative 5 is proposed as a six- to eight-lane controlled-access parkway with six mixed-flow lanes for most of its length and up to eight mixed-flow lanes near its interchange with I-215. Alternative 5 is south of Lake Mathews and follows a southern alignment through Perris along Rider Street, as shown in Figure 2.2. Alternative 5 is south of existing Cajalco Road, west of Lake Mathews Drive, and south of the Ramona Expressway from I-215 to just west of Antelope Road. Between El Sobrante Road and Wood Road, Alternative 5 is south of existing Cajalco Road, which would continue to be used as a two-way frontage road after the MCP project is constructed. Segments of existing Cajalco Road in Mead Valley would be incorporated into the local street network. Alternative 5 coincides with Alternative 4 on the western terminus, south of Lake Mathews, and in Mead Valley. Alternative 5 differs from Alternative 4 in the Perris area. The total cost of Alternative 5 (including design, ROW, construction, and environmental mitigation) is estimated at $4.07 billion (*Draft Project Report*, Jacobs, 2008).

Alternative 5 includes two design variations at the western and eastern termini, as listed in Table 2.1 and shown on Figure 2.2.

Temescal Wash Area | **Lake Mathews Area** | **Mead Valley Area** | **Perris Area** | **San Jacinto Area**



Legend

- Planned Road
- City Boundary

Interchanges
- Service
- Service (1/2 Diamond)
- System

- Study Area
- Alternative 5 (South Lake Mathews/Perris South (at Rider Street))
- Temescal Wash Area Design Variation (1/2 Diamond at El Cerrito) (All Alternatives)
- San Jacinto North Design Variation (All Alternatives)

SOURCE: TBM (2006), Jacobs Engineering (02/2007)

0 1.61 3.22 Kilometers

0 0.5 1 2 Miles

FIGURE 2.2

Alternative 5

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\ProjectDescription\4f_report\alt5_112607.mxd (5/1/2008)

This page intentionally left blank

Like Alternative 4, Alternative 5 proposes system interchanges at I-15, I-215, and SR-79, as listed in Table 2.1 and shown on Figure 2.2. Alternative 5 proposes service interchanges at a number of locations, as listed in Table 2.1 and shown on Figure 2.2.

Alternative 6: General Plan North and South of Lake Mathews/North Perris (Drain)

Alternative 6 proposes implementation of *Riverside County General Plan* Circulation Element improvements between I-15 and El Sobrante Road and a new six- to eight-lane controlled access parkway east of El Sobrante Road to SR-79, as shown on Figure 2.3. Alternative 6 is the same as Alternative 4 east of El Sobrante Road and is located north of Ramona Expressway, from I-215 to east of Perris Boulevard. Alternative 6 between El Sobrante Road and Wood Road is south of existing Cajalco Road, which would continue to be used as a two-way frontage road after the MCP project is constructed. Segments of existing Cajalco Road in Mead Valley would be incorporated into the local street network. West of El Sobrante Road to I-15, Alternative 6 includes a four-lane urban arterial north of Lake Mathews[1] and a four-lane access-controlled expressway south of Lake Mathews. These proposed arterial street improvements north and south of Lake Mathews are consistent with the *Riverside County General Plan* Circulation Element and generally follow the alignments shown in the General Plan. South of Lake Mathews, Alternative 6 would be a controlled access expressway that ties into the same system interchange configuration at I-15 as the other MCP Build Alternatives. The total cost of Alternative 6 (including design, ROW, construction, and environmental mitigation) is estimated at $4.51 billion (*Draft Project Report*, Jacobs, 2008).

Like the other MCP Build Alternatives, Alternative 6 proposes system interchanges at I-15, I-215, and SR-79, as listed in Table 2.1 and shown on Figure 2.3. Alternative 6 proposes service interchanges at a number of locations, as listed in Table 2.1 and shown on Figure 2.3.

Alternative 6 includes two design variations at the western and eastern termini, as listed in Table 2.1 and shown on Figure 2.3.

Alternative 7: General Plan North and South of Lake Mathews/South Perris (at Rider Street)

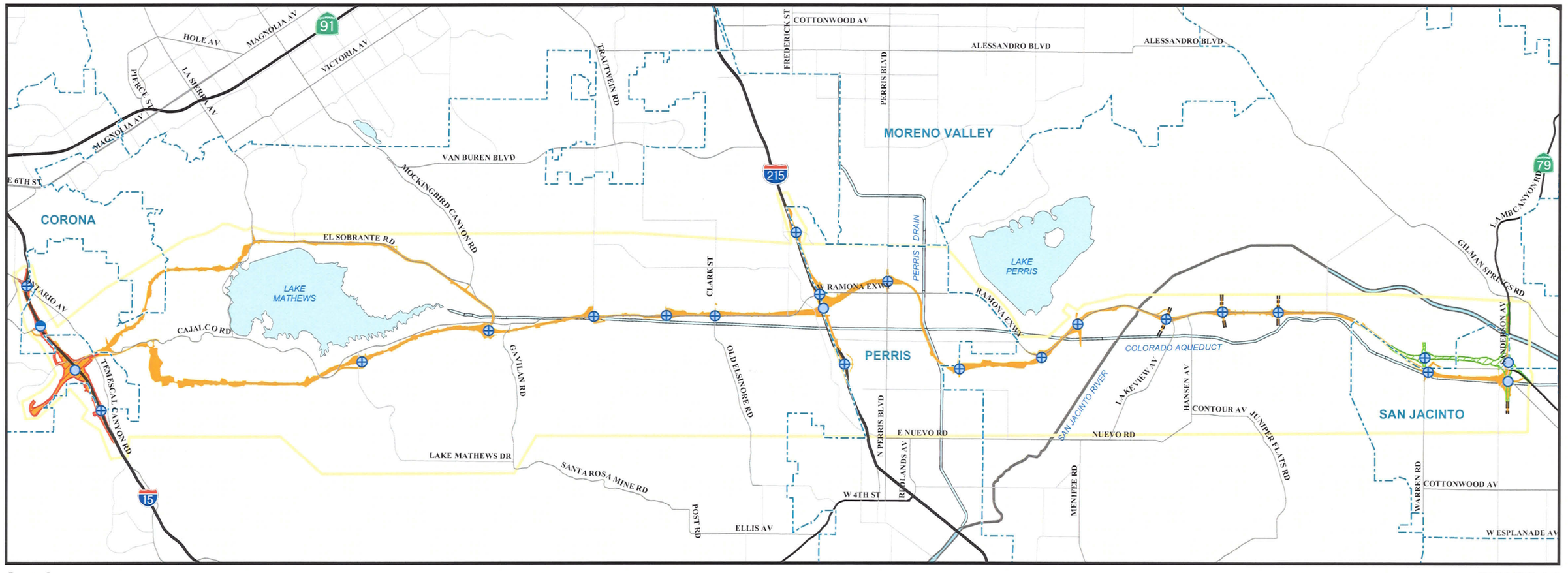
Alternative 7 proposes implementation of General Plan Circulation Element improvements between I-15 and El Sobrante Road and a new six- to eight-lane controlled access parkway east of El Sobrante Road to SR-79, as shown on Figure 2.4. Alternative 7 is the same as Alternative 5 east of El Sobrante Road and follows a southern alignment through the Perris area. Alternative 7 between El Sobrante Road and Wood Road is south of existing Cajalco Road, which would continue to be used as a two-way frontage road after the project is constructed. Segments of existing Cajalco Road in Mead Valley would be incorporated into the local street network. West of El Sobrante Road to I-15, the *Riverside County General Plan* includes a four-lane urban arterial north of Lake Mathews[2] and a four-lane access-controlled expressway south of Lake Mathews. These proposed arterial street improvements north and south of Lake Mathews are consistent with the *Riverside County General Plan* Circulation

[1] The *Riverside County General Plan* provides for up to six lanes in this location; however, the traffic forecast modeling indicates that four lanes will meet projected demand.

[2] Ibid.

This page intentionally left blank

Temescal Wash Area | **Lake Mathews Area** | **Mead Valley Area** | **Perris Area** | **San Jacinto Area**



Legend

- Planned Road
- City Boundary
- Interchanges
  - Service
  - Service (1/2 Diamond)
  - System
- Study Area
- Alternative 6 (General Plan North and General Plan South/Perris North (Drain))
- Temescal Wash Area Design Variation (1/2 Diamond at El Cerrito) (All Alternatives)
- San Jacinto North Design Variation (All Alternatives)

SOURCE: TBM (2006), Jacobs Engineering (02/2007)

0 1.61 3.22 Kilometers

0 0.5 1 2 Miles

FIGURE 2.3

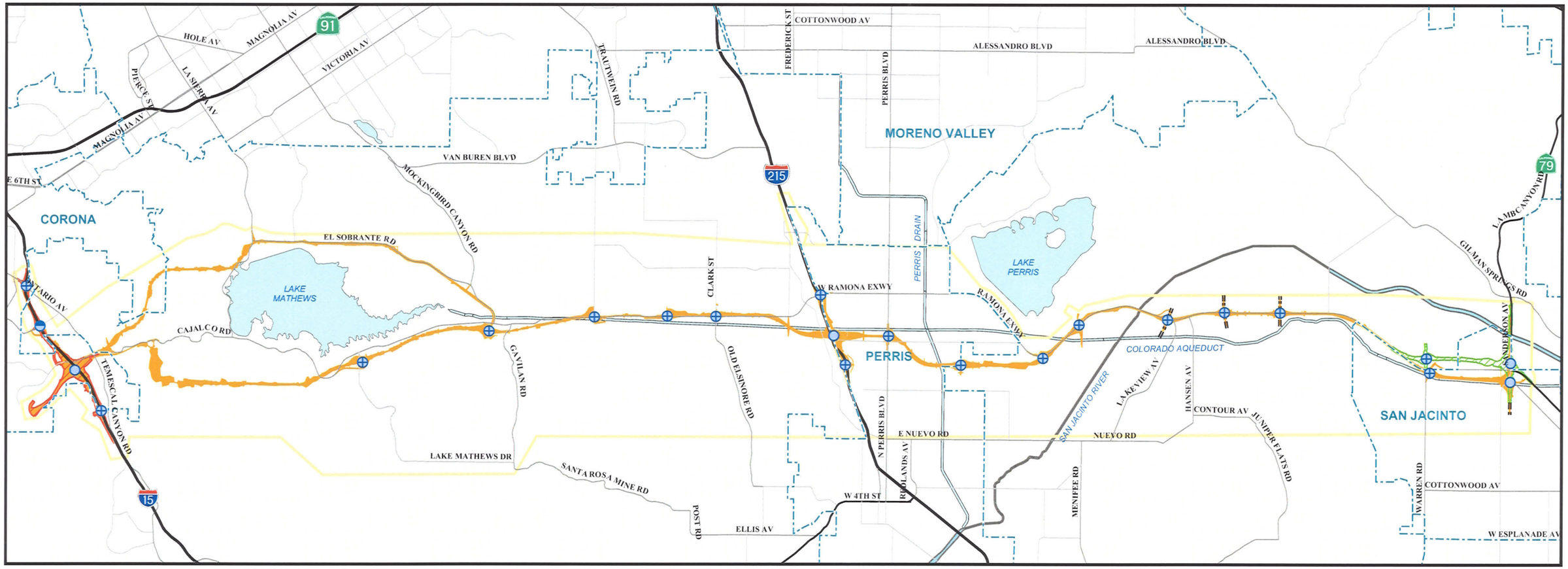
Alternative 6

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\ProjectDescription\4f_report\alt6_112607.mxd (5/1/2008)

This page intentionally left blank

Temescal Wash Area | **Lake Mathews Area** | **Mead Valley Area** | **Perris Area** | **San Jacinto Area**



Legend

- Planned Road
- City Boundary
- Interchanges
  - Service
  - Service (1/2 Diamond)
  - System
- Study Area
- Alternative 7 (General Plan North and General Plan South/Perris South - Rider)
- Temescal Wash Area Design Variation (1/2 Diamond at El Cerrito) (All Alternatives)
- San Jacinto North Design Variation (All Alternatives)

SOURCE: TBM (2006), Jacobs Engineering (02/2007)

0 1.61 3.22 Kilometers

0 0.5 1 2 Miles

I:\JCV531\GIS_Final\ProjectDescription\4f_report\alt7_112607.mxd (5/1/2008)

FIGURE 2.4

Alternative 7

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

This page intentionally left blank

Element and are the same as described above for Alternative 6. The total cost of Alternative 7 (including design, ROW, construction, and environmental mitigation) is estimated at $4.21 billion (*Draft Project Report*, Jacobs, 2008).

Like the other MCP Build Alternatives, Alternative 7 proposes system interchanges at I-15, I-215, and SR-79, as listed in Table 2.1 and shown on Figure 2.4. Alternative 7 proposes service interchanges at a number of locations, as listed in Table 2.1 and shown on Figure 2.4. Alternative 7 includes two design variations at the western and eastern termini, as listed in Table 2.1 and shown on Figure 2.4.

Alternative 9: Far South/Placentia Avenue

Alternative 9 is approximately 3.2 km (2.0 mi) south of Cajalco Road for much of its length but shares the same connection to I-15 as Alternatives 4 and 5. The alignment and proposed interchange locations for Alternative 9 are shown in Figure 2.5. Alternative 9 proposes a four- to six-lane controlled-access parkway south of Lake Mathews and Mead Valley, a six- to eight-lane controlled-access parkway between Old Elsinore Road and I-215, and a six- to eight-lane controlled-access parkway between I-215 and SR-79. Alternative 9 is unique among the MCP Build Alternatives for the segments between Lake Mathews Drive and Placentia/Rider Streets as shown on Figure 2.5. The total cost of Alternative 9 (including design, ROW, construction, and environmental mitigation) is estimated at $3.83 billion (*Draft Project Report*, Jacobs, 2008).

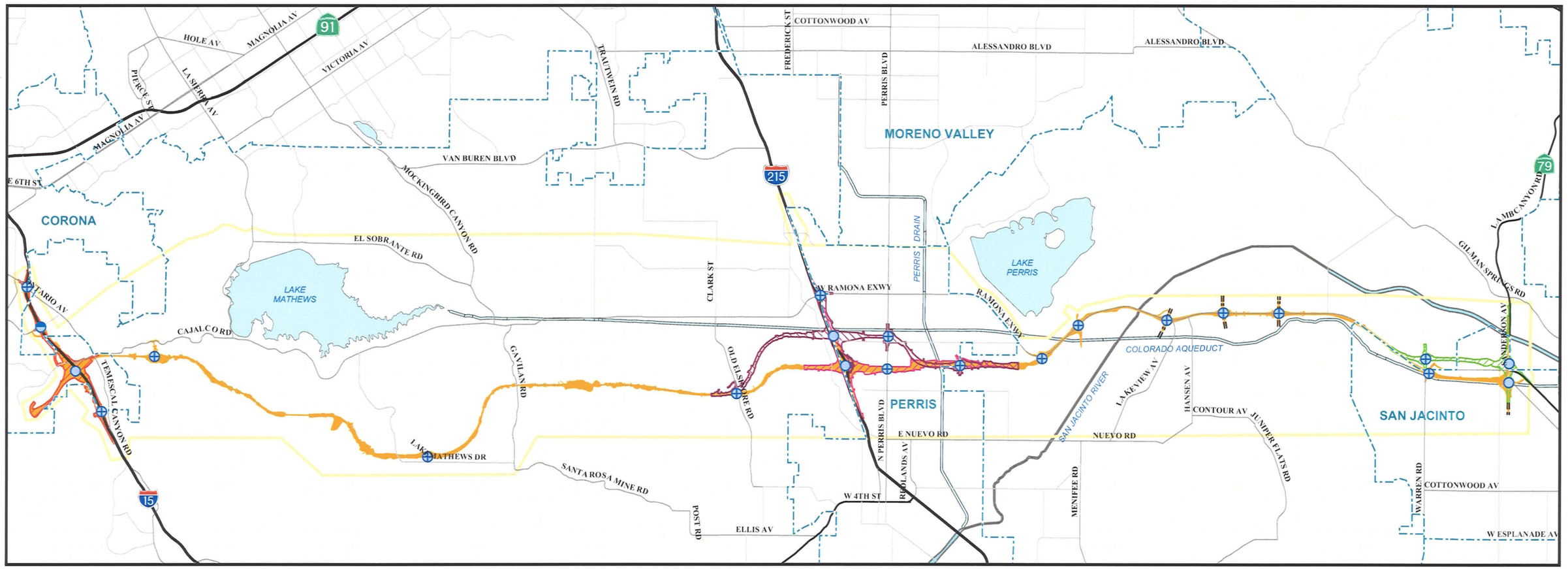
Like the other MCP Build Alternatives, Alternative 9 proposes system interchanges at I-15, I-215, and SR-79, as listed in Table 2.1 and shown in Figure 2.5. Alternative 9 proposes service interchanges at a number of locations, as listed in Table 2.1 and shown on Figure 2.5.

Alternative 9 proposes a detention basin on the north side of the MCP project, east of Redlands Avenue. Part of that detention basin is proposed to be developed in active and passive recreation uses and landscaping to replace the displaced recreational area and facilities at Paragon Park. Pedestrian access between Paragon Park and the park facilities at the detention basin site will be provided across the MCP project east of Redlands Avenue to ensure that park patrons can safely walk or ride bicycles between the two facilities. Additional park space will be provided on the south side of the MCP project east of Redlands Avenue using remnants of existing residential parcels that would be acquired for the MCP project. The fire station is also proposed to be relocated to the detention basin site.

Alternative 9 includes the same two design variations at the western and eastern termini as the other MCP Build Alternatives, as listed in Table 2.1 and shown on Figure 2.5. In addition, Alternative 9 includes an additional design variation along Rider Street that is unique to Alternative 9. Another design variation unique to Alternative 9 would elevate the Placentia Avenue/Perris Boulevard segment of the alignment. Each of these four design variations was evaluated independent of one another with regard to their use of Section 4(f) properties.

This page intentionally left blank

Temescal Wash Area | **Lake Mathews Area** | **Mead Valley Area** | **Perris Area** | **San Jacinto Area**



Legend

- Planned Road
- City Boundary
- Interchanges
  - Service
  - Service (1/2 Diamond)
  - System
- Study Area
- Alternative 9 (Far South/Placentia Avenue) right-of-way
- Temescal Wash Area Design Variation (1/2 Diamond at El Cerrito) (All Alternatives)
- San Jacinto North Design Variation (All Alternatives)
- Perris and Placentia Interchange Design Variation (Alternative 9, Elevated Grade)
- Rider Design Variation (Alternative 9)

SOURCE: TBM (2006), Jacobs Engineering (02/2007)

0 1.61 3.22 Kilometers

0 0.5 1 2 Miles

FIGURE 2.5

Alternative 9

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\ProjectDescription\4f_report\alt9_112607.mxd (5/1/2008)

This page intentionally left blank

3.0 SECTION 4(F) PROPERTIES

3.1 IDENTIFICATION OF SECTION 4(F) PROPERTIES

The Mid County Parkway (MCP) project alternatives were described and shown earlier in Section 2.0, Proposed Action. The figures in Section 2.0 show the anticipated project footprint/right-of-way (ROW) for each MCP Build Alternative. The area in the project footprint/ROW was used as the study area for Section 4(f) properties. The study area for National Register-listed and eligible historic sites was based on the Area of Potential Effects (APE) as defined in the *Historic Resources Evaluation Report* (HRER; LSA Associates, Inc., 2008) and the *Archaeological Survey Report* (ASR; LSA Associates, Inc., 2008). To protect the historic sites from unauthorized artifact collecting or other damage, the locations of these sites are not shown in this Section 4(f) Evaluation.

The Section 4(f) properties in the MCP study area were identified if they were:

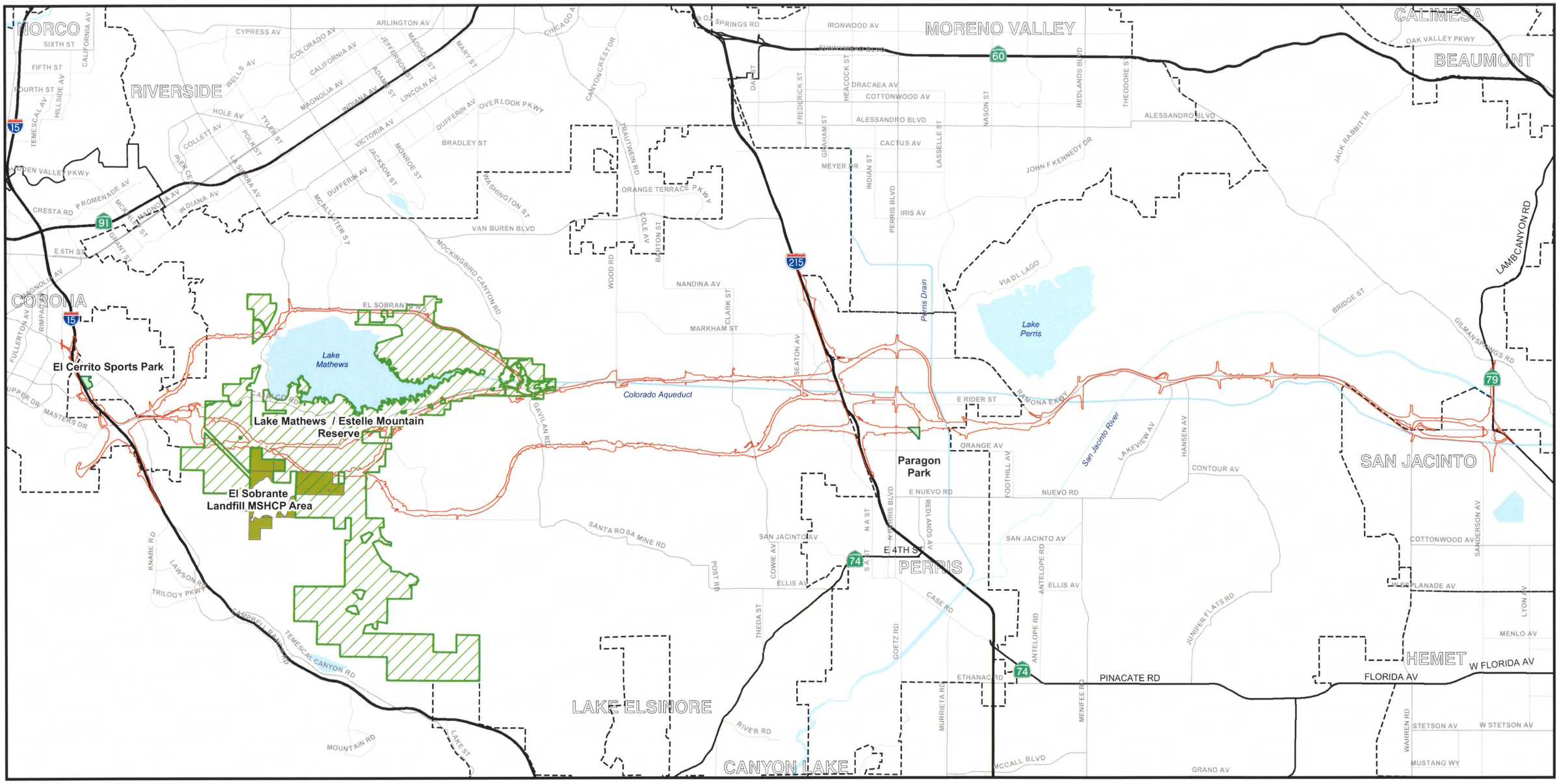
- Existing publicly owned recreation and park resources, including local, regional, and State resources.
- Existing play and sports fields of public schools with public access. Because many public schools and school districts use or allow the use of public school play and sports fields for nonschool activities such as organized youth sports, all public schools with play and sports fields were identified as Section 4(f) properties for this analysis.[1]
- Publicly owned wildlife and water fowl refuges and conservation areas.
- Existing public bicycle, pedestrian, and equestrian trails.
- Listed and eligible National Register historic sites.

The first step of the identification process consisted of reviewing various available technical and public documents, including publicly available maps, General Plans, and Web sites to identify parks, wildlife and water fowl refuges, play and sports fields at public schools, reserves, and historic sites in the Section 4(f) study area that might qualify as Section 4(f) properties requiring evaluation. Those identified resources were then examined to determine whether they triggered the need for consideration under the requirements of Section 4(f). Those parks, refuges, public schools, play and sports fields, and historic sites that are within the project footprint/ROW were identified as Section 4(f) properties, which triggered the need for evaluation under Section 4(f). Those properties are shown on Figure 3.1 and described in detail in Table 3.1. The historic sites are not shown on Figure 3.1 but they are described in Table 3.1.

Other parks, play and sports fields at public schools, wildlife and water fowl refuges, and historic sites that did not trigger the need for consideration under the requirements of Section 4(f) are described briefly in Appendix A.

[1] Section 4(f) Policy Paper, March 2005, Question 10, Page 19, "School Playgrounds."

This page intentionally left blank



Parks and Recreation
El Sobrante Landfill Multiple Species Habitat Conservation Plan Area
Lake Mathews / Estelle Mountain Reserve
Right-of-Way (All Alternatives)

Figure 3.1

SOURCES: TBM (2006), Jacobs Engineering (2/2007)

0 5,500 11,000 22,000 Feet

0 1,500 3,000 6,000 Meters

Section 4(f) Properties in the Vicinity of the MCP Build Alternatives

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Resources_112707.mxd (5/2/2008)

This page intentionally left blank

Table 3.1: Section 4(f) Properties and the MCP Build Alternatives Along Which They Are Located

Name and Address	Owner/Operator	Description	Alternatives Along Which the Section 4(f) Property or Historic Site is Located
Public Parks			
El Cerrito Sports Park, northwest corner of the I-15/El Cerrito Road interchange, Riverside County (1)	Riverside County	Planned 10.8-hectare (ha) (26.6-acre [ac]) public park with two full-size baseball/softball diamonds, two Little League baseball/softball diamonds, one T-ball multi-use field, two full-size soccer fields, two basketball courts, a 465-square-meter (5,000-square-foot) community center building, off-street parking, restrooms, landscaping, fencing, sports field lighting, tot lots, and a concession stand. Vehicle access to this park is proposed via Rudell Road, on the northeast side of the park site. Pedestrian access to this park will be available via Rudell and Cerrito Roads. This is a planned park that is not currently available for use; therefore, it is not possible to provide usage estimates. This park is one of a number of neighborhood, community, and regional parks provided in and near the adjacent City of Corona. There are no known clauses or conditions affecting the ownership of this park. There are no unusual existing or proposed features or site characteristics that particularly reduce or enhance the value of this Section 4(f) property. Construction is anticipated in 2008, with the park opening in spring 2009.	4, 5, 6, 7, and 9
Paragon Park, 264 Spectacular Bid Street, Perris (1)	City of Perris	Community park with 6.2 ha (15.2 ac), portable restrooms, approximately 30 off-street parking spaces, sheltered picnic tables, two lighted tennis courts, one full basketball court, two handball walls, a tot lot, one barbeque, open space, and three picnic shelters. Vehicle and pedestrian access to this park is provided via Spectacular Bid Street, Redlands Avenue, and Placentia Avenue. Users of this park are generally residents from the surrounding residential areas. This park is one of several neighborhood and community parks in the City of Perris. Because this is an open park, with no fees, it is not possible to estimate the number of users. There are no known clauses or conditions affecting the ownership of this park. There are no unusual existing or proposed features or site characteristics that particularly reduce or enhance the value of this Section 4(f) property.	9
Wildlife and Water Fowl Refuges and Conservation Areas			
Lake Mathews-Estelle Mountain Reserve (LM/EM) (1)	Metropolitan Water District of Southern California (Metropolitan), the Riverside County Habitat Conservation Agency, and the United States Bureau of Land	Multiple-species habitat reserve and Stephens' kangaroo rat (SKR) reserve. The total area is 4,840 ha (11,960 ac). This reserve is not open to the public. Access, when provided at the approval of the owners/operators, is available at several locations along the reserve boundary. As shown in detail later in Figure 4.1, this reserve partially overlaps and is contiguous with parts of the ESLMSHCP area. Portions of this reserve subject to the provisions of the Lake Mathews Multiple Species Habitat Conservation Plan (LMMSHCP) are owned by Metropolitan, the	4, 5, 6, 7, and 9

Table 3.1: Section 4(f) Properties and the MCP Build Alternatives Along Which They Are Located

Name and Address	Owner/Operator	Description	Alternatives Along Which the Section 4(f) Property or Historic Site is Located
	Management	permittee for the LMMSHCP. The LMMSHCP permits only designated projects covered by the LMMSHCP to be constructed within the plan boundary. Portions of this reserve subject to the SKR HCP are owned by the Riverside County Habitat Conservation Agency (RCHCA), the permittee for the SKR Habitat Conservation Plan (HCP). The SKR HCP permits various projects within the plan boundary, subject to the approval of replacement (mitigation) acreage of occupied SKR habitat by the RCHCA.	
El Sobrante Landfill Multiple Species Habitat Conservation Plan (ESLMSHCP) Area (1)	USA Waste	Multiple-species habitat reserve. The total area is 301 ha (757 ac). This reserve is not open to the public. Access, when provided by the owner, would be via the access to the landfill. As shown in detail later in Figure 4.1, this reserve partially overlaps and is contiguous with parts of the LM/EM Reserve. Lands within this reserve are subject to the provisions of the ESLMSHCP, for which USA Waste is the permittee. The ESLMSHCP provides for an amendment process for changes within or outside the plan boundary.	4, 5, and 9
National Register of Historic Places Listed and Eligible Historic Sites			
P-33-4759/H (CA-RIV-4759/H) Cajalco Tin Mine District	Public and Private Owners	Historic mining district. The total area is 228.0 ha (563.5 ac). This historic site is not open to the public. There are no known conditions or clauses affecting the ownership of this historic site. Site 33-4759/H is an historic mining district comprised of both vertical and inclined shafts, adits, trenches, tailings, piles, a network of roads, and historic trash deposits that surround a mining complex area that was once dense with buildings and mining excavations. There are elements in this district that date to the Civil War era, and when it was active, this district would have been part of a historic landscape (other mining sites, local towns, railroads, etc.) that allowed for the import of needed materials, supplies, and labor to the mines and the export of the finished product from the mines. The features remaining at this historic site are mine shafts, prospect pits, and refuse scatters. There are no standing structures or mining machinery remaining at this site.	6 and 7

Table 3.1: Section 4(f) Properties and the MCP Build Alternatives Along Which They Are Located

Name and Address	Owner/Operator	Description	Alternatives Along Which the Section 4(f) Property or Historic Site is Located
P-33-13791 (CA-RIV-7843) Cajalco Creek Site	Public and Private Owners	Prehistoric archaeological district. The total area is 214 ha (528.8 ac). This historic site is not open to the public. There are no known conditions or clauses affecting the ownership of this historic site. Site 33-13791 is identified as an expansive village site that contains areas of habitation, milling areas, and ceremonial areas with rock art. The area where this large site is located can be considered a "home base" of sorts, the focus of everyday life where inhabitants cooked, ate, slept, etc. The sites in the general region dating to the same time period were most likely related to this larger site, and may represent the seasonal exploitation of resources that are not commonly available within this specific village site.	4, 5, 6, and 7
P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site	Private Owner	Large multi-use prehistoric site (31.5 ha [77.8 ac]) with rock shelters, rock art panels, milling features, midden deposits, and other surface and subsurface artifacts. This historic site is not open to the public. There are no known conditions or clauses affecting the ownership of this historic site. Site 33-16598 is identified as a multi-use site that contains areas of habitation with deeply buried dense midden, milling areas with both bedrock mortars and slicks, and ceremonial areas with rock art. The area where the site is located most likely would have played an important role to the inhabitants of the region, and other sites in the general region dating to the same time period were most likely related to this larger site. Smaller sites in the area most likely represent the seasonal exploitation of resources that were not commonly found at Site 33-16598.	4, 5, 6, 7, and 9

Source: LSA Associates, Inc. (2008).

(1) Detailed air photos of these Section 4(f) properties are provided in Section 4.0, Impacts on the Section 4(f) Properties. Figures showing the locations of the historic sites are not provided to protect those sites from unauthorized artifact collection and vandalism.

This page intentionally left blank

4.0 IMPACTS ON THE SECTION 4(F) PROPERTIES

4.1 USE OF SECTION 4(F) PROPERTIES

A use of land from a Section 4(f) property is determined by the Federal Highway Administration (FHWA) to occur: (1) "... when land is permanently incorporated into a transportation facility ...," (2) "... when there is a temporary occupancy of land that is adverse in terms of the statute's preservation purposes ...," or (3) "... when there is a constructive use of a Section 4(f) property as determined by the criteria in 23 CFR 774.15 ..." (23 CFR 774.17).

Land will be considered permanently incorporated into a transportation facility when it has been purchased as right-of-way (ROW) or sufficient property interests have been otherwise acquired for the purpose of project implementation.

A temporary occupancy is when land is temporarily used by the project, such as for temporary construction staging areas or easements. The land ownership does not change, and the land is returned to its original condition at the end of the temporary use (23 CFR 771.13(d)).

A constructive use occurs only in those situations where, with mitigation, the proximity impacts of a project on a Section 4(f) property are so severe that the activities, features, or attributes that qualify the property or resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs when the activities, features, or attributes of the Section 4(f) property are substantially diminished, which means that the value of the resource in terms of its Section 4(f) significance will be meaningfully reduced or lost (23 CFR 771.15).

Table 3.1, provided earlier, describes the Section 4(f) properties in the vicinity of each Mid County Parkway (MCP) Build Alternative. Figure 3.1, provided earlier, shows the project footprint/ROW for the MCP Build Alternatives and the identified Section 4(f) properties (publicly owned parks, wildlife and water fowl refuges, and conservation areas) in the footprints/ROW of the MCP Build Alternatives. The locations of historic sites are not shown in this Section 4(f) Evaluation to protect those historic sites from unauthorized artifact collecting, vandalism, and other disturbances. The historic sites in the project footprints/ROW are:

- P-33-4759/H (CA-RIV-4759/H) Cajalco Tin Mine District
- P-33-13791 (CA-RIV-7843) Cajalco Creek Site
- P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site

The Section 4(f) properties listed in Table 3.1 were evaluated to assess the amount of land that would be used by the MCP Build Alternatives. This was evaluated based on overlaying the alternative footprints/ROW limits on the geographic information systems (GIS) mapping of the boundaries of the Section 4(f) properties, and the total areas anticipated to be used were calculated.

The project footprints/ROW were defined to include the permanent ROW needed for each MCP Build Alternative and the anticipated disturbance limits for construction of those alternatives. As a result, the project footprint/ROW includes all land that will be permanently incorporated into the transportation facility. Because the project construction will all occur within the project footprint/ROW, no temporary construction easements (TCEs) or other temporary uses of land outside the defined footprints/ROW shown on Figure 3.1 are anticipated. As a result, no temporary occupancy for temporary construction staging areas or easements will occur. Therefore, no evaluation of temporary use of land from Section 4(f) properties was required.

All the properties meeting the criteria for protection under Section 4(f) were evaluated for whether the MCP Build Alternatives would result in constructive use impacts on those properties. Specifically, the detailed analyses documented in the project technical reports and the EIR/EIS did not identify any project impacts that would be so severe that the activities, features, or attributes that qualify properties in the project study area for protection under Section 4(f) would be substantially impaired. The project impacts in the vicinity of properties that qualify for protection under Section 4(f) would not meaningfully reduce or remove the values of those resources in terms of their Section 4(f) significance. No such impacts were found.

The following sections describe how the MCP Build Alternatives would use land from the identified Section 4(f) properties.

4.1.1 Use of Section 4(f) Properties under Alternative 1A: No Project/No Action—Existing Ground Conditions

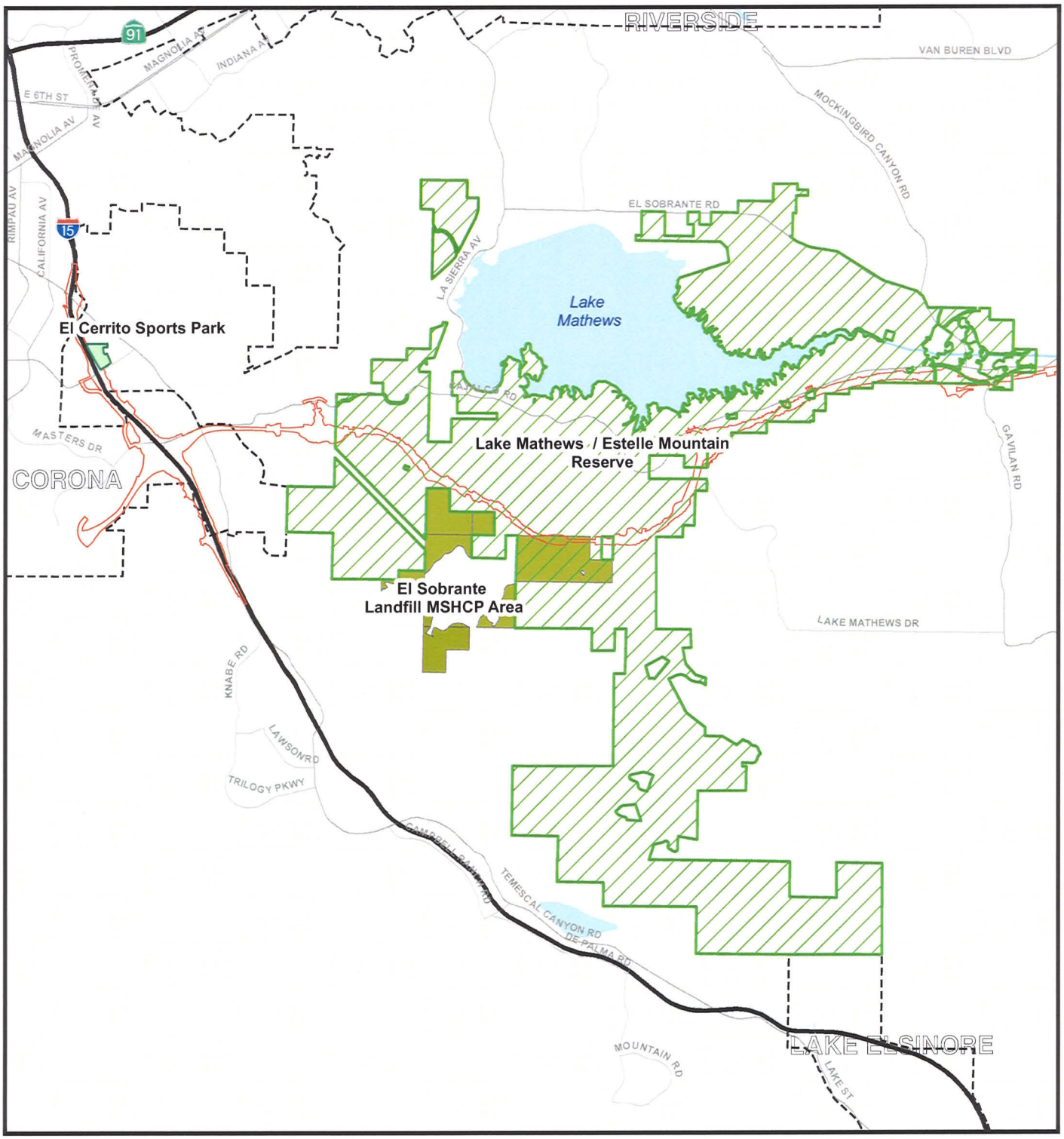
Alternative 1A does not propose the construction and operation of any MCP improvements. Therefore, Alternative 1A would not use any land from Section 4(f) properties.

4.1.2 Use of Section 4(f) Properties under Alternative 1B: No Project/No Action—General Plan Circulation Element Conditions

Alternative 1B does not propose the construction and operation of any MCP improvements. It assumes Cajalco Road and the Ramona Expressway would be constructed to their ultimate widths and alignments as shown in the *Riverside County General Plan*. However, because Alternative 1B does not propose any MCP-related or other federally funded improvements, it would not result in the use of land from Section 4(f) properties.

4.1.3 Use of Section 4(f) Properties under Alternative 4: South of Lake Mathews/North Perris (Drain)

Table 4.1 lists the Section 4(f) properties within the footprint/ROW for Alternative 4 and indicates the amount of property that would be used under Alternative 4 and Alternative 4 with the design variations. The use impacts of Alternative 4 and Alternative 4 with the design variations are shown on Figure 4.1.



Parks and Recreation

El Sobrante Landfill Multiple Species Habitat Conservation Plan Area

Lake Mathews / Estelle Mountain Reserve

Alternative 4 Right-of-Way

Figure 4.1

Sheet 1 of 3

SOURCES: TBM (2006), Jacobs Engineering (2/2007)

0 4,000 8,000 Feet

0 1,000 2,000 Meters

Use of Section 4(f) Properties under Alternative 4

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt4_Resources_112707.mxd (5/2/2008)

This page intentionally left blank

Legend

- El Cerrito Sports Park
- Temescal Wash Design Variation (1/2 Diamond at El Cerrito) Right-of-Way
- Alternative 4 Right-of-Way

Figure 4.1
Sheet 2 of 3

SOURCE: AirPhoto USA (2007), TBM (2006), Jacobs Engineering (2/2007), BMLA (2007)

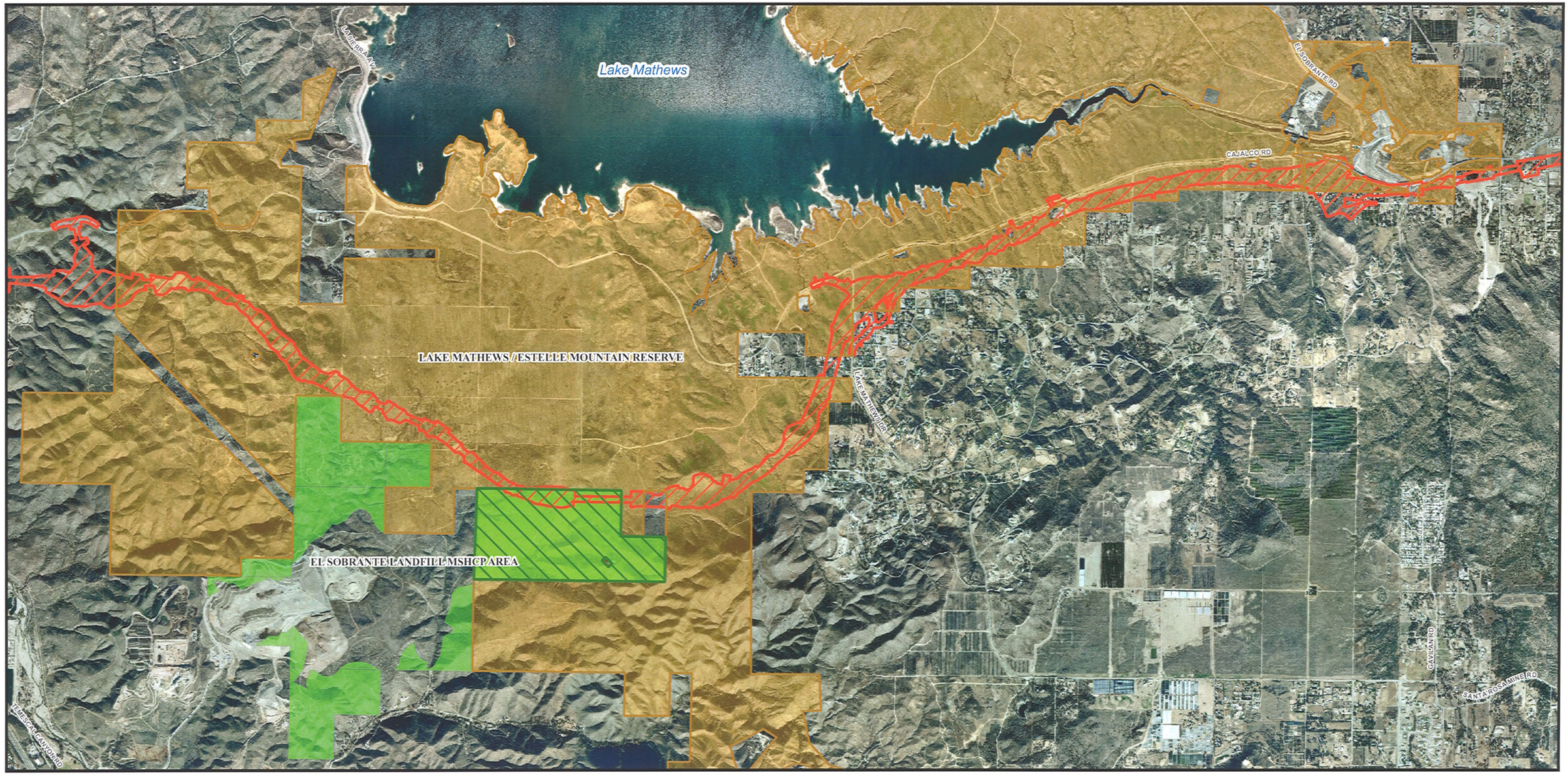
0 75 150 300 Feet
0 20 40 80 Meters

Use of Section 4(f) Properties under Alternative 4

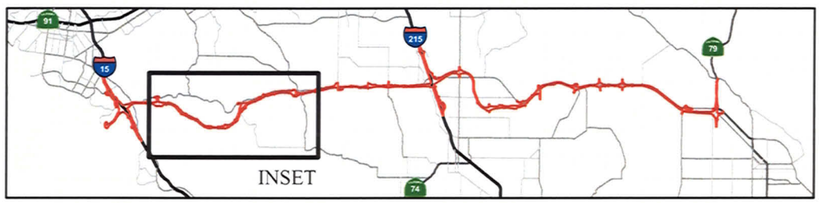
KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt4_ElCerritoSportPark_112707.mxd (5/2/2008)

This page intentionally left blank



Lake Mathews/Estelle Mountain Reserve
El Sobrante Landfill Multiple Species Habitat Conservation Plan Area
Alternative 4 Right-of-Way
Overlap of the ESLMSHCP area and the LM/EM Reserve



SOURCES: Air Photo USA (02/06), TBM (2007), Jacobs Engineering (7/2007), Riverside County (2003)

0 1,400 2,800 5,600 Feet
0 400 800 1,600 Meters

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt4_LakeMathews_112707.mxd (5/2/2008)

Figure 4.1
Sheet 3 of 3

Use of Section 4(f) Properties under Alternative 4

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

This page intentionally left blank

Table 4.1: Use of Land from Section 4(f) Properties by Alternative 4 and Alternative 4 with the Design Variations

Name of Section 4(f) Property	Amount of Use of Land from Section 4(f) Properties under Alternative 4 and Alternative 4 with the Design Variations
El Cerrito Sports Park	Alternative 4 would use 0.95 hectare (ha) (2.36 acres [ac]) from this 10.8 ha (26.6 ac) park. This use represents approximately 8.9 percent of the total area of this park. Alternative 4 with the Temescal Wash Area Design Variation would not use property from this park.
Lake Mathews/Estelle Mountain Reserve	Alternative 4 and Alternative 4 with the design variations would use 168.0 ha (415.1 ac) from this 4,840 ha (11,960 ac) reserve. This use represents approximately 3.5 percent of the total area of this reserve.
El Sobrante Landfill Multiple Species Habitat Conservation Plan Area	Alternative 4 and Alternative 4 with the design variations would use 9.1 ha (22.4 ac) from this 301 ha (745 ac) area. This use represents approximately 3 percent of the total area of this area.
P-33-13791 (CA-RIV-7843) Cajalco Creek Site	Alternative 4 and Alternative 4 with the design variations would use 8.4 ha (20.8 ac) from this 214 ha (528.8 ac) historic site. This represents approximately 3.9 percent of the total area of this historic site.
P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site	Alternative 4 and Alternative 4 with the design variations would use 2.1 ha (5.18 ac) from this 31.5 ha (77.8 ac) historic site. This represents approximately 6.6 percent of the total area of this historic site.

Source: LSA Associates, Inc. (2008).

There are two historic sites in the footprint/ROW for Alternative 4. Table 4.1 shows the use impacts of Alternative 4 and Alternative 4 with the design variations on those two historic sites. As shown in Table 4.1, Alternative 4 would result in the use of 8.4 hectares (ha) (20.8 acres [ac]) or approximately 3.9 percent of the total area of P-33-13791 (CA-RIV-7843). The three loci at this site would be partially used by this Alternative. At Locus 33-816, the cupules would be avoided but the southernmost part of this locus would be used; at Locus 33-817, the southernmost part of this locus would be used; and at Locus 33-818, the northern internal locus would be used but the southern internal locus would be avoided.

As shown in Table 4.1, Alternative 4 would result in the use of 2.1 ha (5.18 ac) or approximately 6.6 percent of the total area of P-33-16598 (CA-RIV-8712). Although this part of this historic site was determined to have limited data potential, the Tribes indicated in their consultations that the site as a whole is important and significant.

As shown in Table 4.1 and on Figure 4.1, Alternative 4 would use property from El Cerrito Sports Park, the Lake Mathews-Estelle Mountain (LM/EM) Reserve, and the El Sobrante Landfill Multiple Species Habitat Conservation Plan (ESLMSHCP) area.

The parts of the El Cerrito Sports Park used under Alternative 4 contain planned landscaping and the edges of several sports fields.

The parts of the LM/EM Reserve and the ESLMSHCP used under Alternative 4 contain biological and water resources that provide habitat for wildlife species.

As shown in Table 4.1 and on Figure 4.1, Alternative 4 with the Temescal Wash Area Design Variation would use land from the LM/EM Reserve and the ESLMSHCP area but would not use land from El Cerrito Sports Park.

In summary, Alternative 4 would use land from five Section 4(f) properties and Alternative 4 with the Temescal Wash Area Design Variation would use land from four Section 4(f) properties.

4.1.4 Use of Land from Section 4(f) Properties under Alternative 5: South of Lake Mathews/South Perris (at Rider Street)

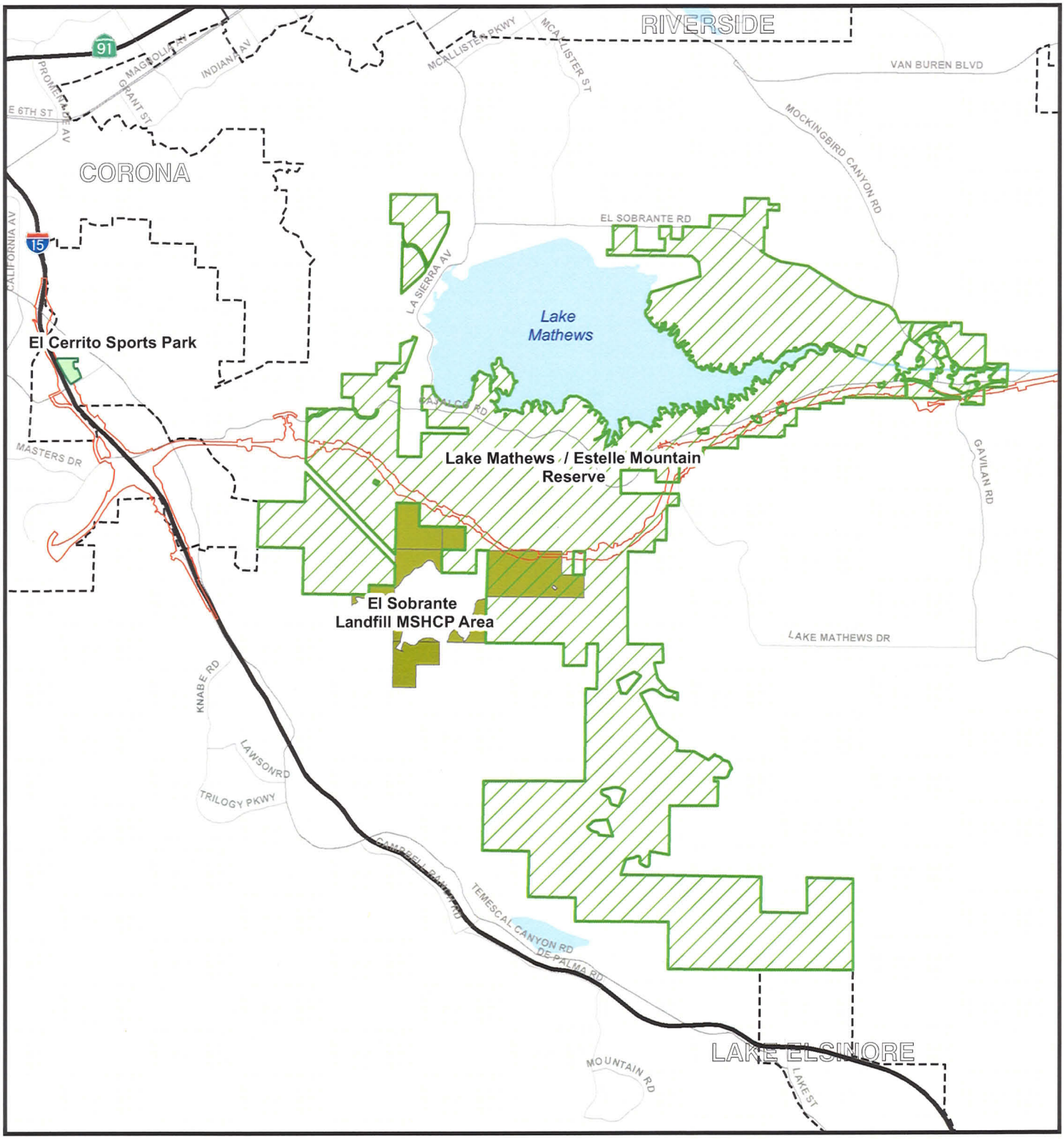
Table 4.2 lists the Section 4(f) properties in the footprint/ROW for Alternative 5 and indicates the amount of land that would be used under Alternative 5 and Alternative 5 with the design variations. The use impacts of Alternative 5 and Alternative 5 with the design variations are shown on Figure 4.2.

Table 4.2: Use of Land from Section 4(f) Properties by Alternative 5 and Alternative 5 with the Design Variations

Name of Section 4(f) Property	Amount of Use of Land from Section 4(f) Properties under Alternative 5 and Alternative 5 with the Design Variations
El Cerrito Sports Park	Alternative 5 would use 0.95 ha (2.36 ac) at this 10.8 ha (26.6 ac) park. This use represents approximately 8.9 percent of the total area of this park. Alternative 5 with the Temescal Wash Area Design Variation would not use property from this park.
Lake Mathews/Estelle Mountain Reserve	Alternative 5 and Alternative 5 with the design variations would use 168.0 ha (415.1 ac) from this 4,840 ha (11,960 ac) reserve. This use represents approximately 3.5 percent of the total area of this reserve.
El Sobrante Landfill Multiple Species Habitat Conservation Plan Area	Alternative 5 and Alternative 5 with the design variations would use 9.1 ha (22.4 ac) from this 301 ha (745 ac) area. This use represents approximately 3 percent of the total area of this area.
P-33-13791 (CA-RIV-7843) Cajalco Creek Site	Alternative 5 and Alternative 5 with the design variations would use 8.4 ha (20.8 ac) from this 214 ha (528.8 ac) historic site. This represents approximately 3.9 percent of the total area of this historic site.
P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site	Alternative 5 and Alternative 5 with the design variations would use 2.1 ha (5.18 ac) from this 31.5 ha (77.8 ac) historic site. This represents approximately 6.6 percent of the total area of this historic site.

Source: LSA Associates, Inc. (2008).

There are two historic sites in the footprint/ROW for Alternative 5. Table 4.2 shows the use impacts of Alternative 5 and Alternative 5 with the design variations on those two historic sites. As shown in Table 4.2, Alternative 5 would result in the use of 8.4 ha (20.8 ac) or approximately 3.9 percent of the total area of P-33-13791 (CA-RIV-7843). The three loci at this site would be partially used by this Alternative. At Locus 33-816, the cupules would be avoided but the southernmost part of this locus would be used; at Locus 33-817, the southernmost part of this locus would be used; and at Locus 33-818, the northern internal locus would be used but the southern internal locus would be avoided.



Parks and Recreation

El Sobrante Landfill Multiple Species Habitat Conservation Plan Area

Lake Mathews / Estelle Mountain Reserve

Alternative 5 Right-of-Way

Figure 4.2

Sheet 1 of 3

SOURCES: TBM (2006), Jacobs Engineering (2/2007)

0 4,000 8,000 Feet

0 1,000 2,000 Meters

Use of Section 4(f) Properties under Alternative 5

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt5_Resources_112707.mxd (5/2/2008)

This page intentionally left blank

Legend

- El Cerrito Sports Park
- Temescal Wash Design Variation (1/2 Diamond at El Cerrito) Right-of-Way
- Alternative 5 Right-of-Way

Figure 4.2
Sheet 2 of 3

SOURCE: AirPhoto USA (2007), TBM (2006), Jacobs Engineering (2/2007), BMLA (2007)

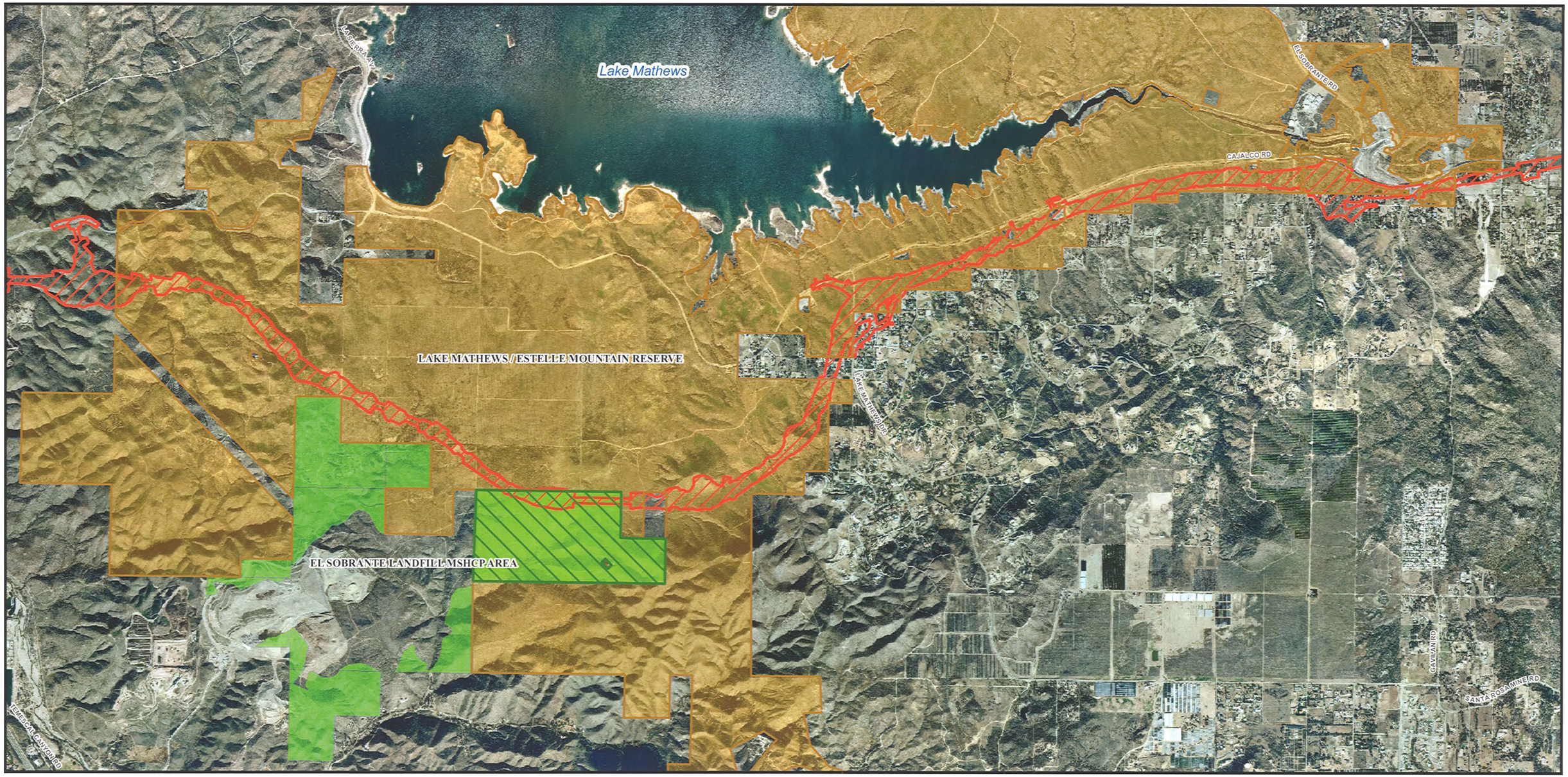
0 75 150 300 Feet
0 20 40 80 Meters

Use of Section 4(f) Properties under Alternative 5

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt5_ElCerritoSportPark_112707.mxd (5/8/2008)

This page intentionally left blank



Lake Mathews/Estelle Mountain Reserve
El Sobrante Landfill Multiple Species Habitat Conservation Plan Area
Alternative 5 Right-of-Way
Overlap of the ESLMSHCP area and the LM/EM Reserve

SOURCES: Air Photo USA (02/06), TBM (2007), Jacobs Engineering (7/2007), Riverside County (2003)

0 1,400 2,800 5,600 Feet

0 400 800 1,600 Meters

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt5_LakeMathews_112707.mxd (5/8/2008)

Use of Section 4(f) Properties under Alternative 5

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

Figure 4.2

Sheet 3 of 3

This page intentionally left blank

As shown in Table 4.2, Alternative 5 would result in the use of 2.1 ha (5.18 ac) or approximately 6.6 percent of the total area of P-33-16598 (CA-RIV-8712). Although this part of this historic site was determined to have limited data potential, the Tribes indicated in their consultations that the site as a whole is important and significant.

As shown in Table 4.2 and on Figure 4.2, Alternative 5 would use land from El Cerrito Sports Park, the LM/EM Reserve and the ESLMSHCP area. The parts of the El Cerrito Sports Park used under Alternative 5 contain planned landscaping and the edges of several sports fields.

The parts of the LM/EM Reserve and ESLMSHCP area used under Alternative 5 contain biological and water resources that provide habitat to wildlife species.

As shown in Table 4.2 and on Figure 4.2, Alternative 5 with the Temescal Wash Area Design Variation would use land from the LM/EM Reserve and the ESLMSHCP area but would not use land from El Cerrito Sports Park.

In summary, Alternative 5 would use land from five Section 4(f) properties, and Alternative 5 with the Temescal Wash Area Design Variation would use property from four Section 4(f) properties.

4.1.5 Use of Land from Section 4(f) Properties under Alternative 6: General Plan North and South of Lake Mathews/North Perris (Drain)

Table 4.3 lists the Section 4(f) properties in the footprint/ROW for Alternative 6 and indicates the amount of land that would be used under Alternative 6 and Alternative 6 with the design variations. The use impacts of Alternative 6 and Alternative 6 with the design variations are shown on Figure 4.3.

Table 4.3: Use of Land from Section 4(f) Properties by Alternative 6 and Alternative 6 with the Design Variations

Name of Section 4(f) Property	Amount of Use of Land from Section 4(f) Properties under Alternative 6 and Alternative 6 with the Design Variations
El Cerrito Sports Park	Alternative 6 would use 0.95 ha (2.36) from this 10.8 ha (26.6 ac) park. This represents approximately 8.9 percent of the total area of this park. Alternative 6 with the Temescal Wash Area Design Variation would not use property from this park.
Lake Mathews/Estelle Mountain Reserve	Alternative 6 and Alternative 6 with the design variations would use 218.7 ha (540.3 ac) from this 4,840 ha (11,960 ac) reserve. This use represents approximately 4.5 percent of the total area of this reserve.
P-33-13791 (CA-RIV-7843) Cajalco Creek Site	Alternative 6 and Alternative 6 with the design variations would use 8.4 ha (20.8 ac) from this 214 ha (528.8 ac) historic site. This represents approximately 3.9 percent of the total area of this historic site.
P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site	Alternative 6 and Alternative 6 with the design variations would use 2.1 ha (5.18 ac) from this 31.5 ha (77.8 ac) historic site. This represents approximately 6.6 percent of the total area of this historic site.
P-33-4759/H (CA-RIV-4759/H) Cajalco Tin Mine District	Alternative 6 and Alternative 6 with the design variations would use 25.2 ha (62.5 ac) from this 228.0 ha (563.5 ac) historic site. This represents approximately 11.1 percent of the total area of this historic site.

Source: LSA Associates, Inc. (2008).

This page intentionally left blank

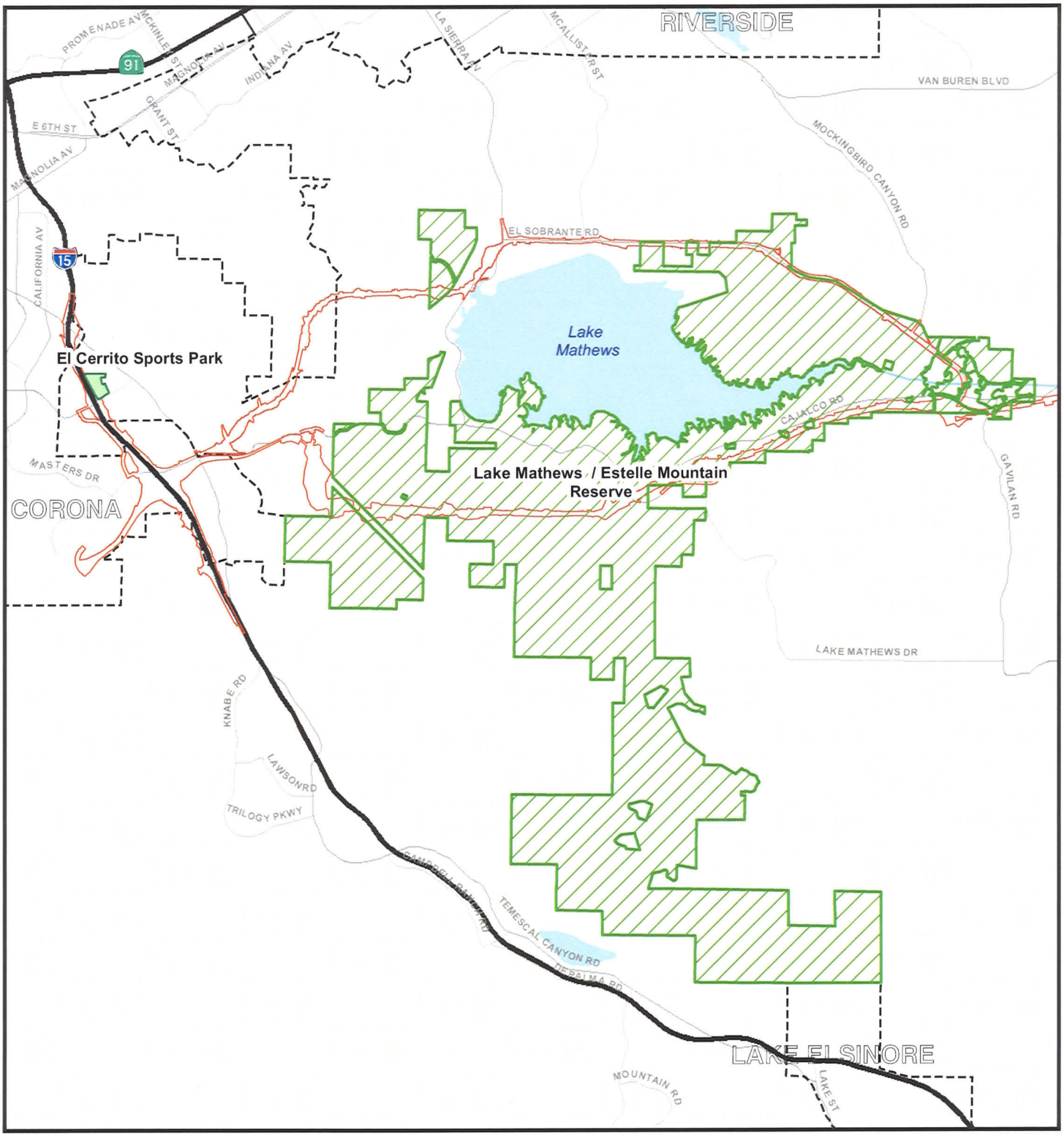


Figure 4.3

Sheet 1 of 3

Parks and Recreation

Lake Mathews / Estelle Mountain Reserve

Alternative 6 Right-of-Way

SOURCES: TBM (2006), Jacobs Engineering (2/2007)

0 4,000 8,000 Feet

0 1,000 2,000 Meters

Use of Section 4(f) Properties under Alternative 6

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt6_Resources_112707.mxd (5/8/2008)

This page intentionally left blank

Legend

- El Cerrito Sports Park
- Temescal Wash Design Variation (1/2 Diamond at El Cerrito) Right-of-Way
- Alternative 6 Right-of-Way

Figure 4.3
Sheet 2 of 3

SOURCE: AirPhoto USA (2007), TBM (2006), Jacobs Engineering (2/2007), BMLA (2007)

0 75 150 300 Feet
0 20 40 80 Meters

Use of Section 4(f) Properties under Alternative 6

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt6_ElCerritoSportPark_112707.mxd (5/8/2008)

This page intentionally left blank

Lake Mathews / Estelle Mountain Reserve

Alternative 6 Right-of-Way

Figure 4.3

Sheet 3 of 3

SOURCES: Air Photo USA (02/06), TBM (2007), Jacobs Engineering (2/2007), LSA (2007)

0 1,400 2,800 5,600 Feet

0 400 800 1,600 Meters

Actual Use Impacts of Section 4(f) Resources under Alternative 6

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt6_LakeMathews_112707.mxd (5/8/2008)

This page intentionally left blank

There are three historic sites in the footprint/ROW for Alternative 6. Table 4.3 shows the use impacts of Alternative 6 and Alternative 6 with the design variations on those three historic sites. As shown in Table 4.3, Alternative 6 would result in the use of 8.4 ha (20.8 ac) or approximately 3.9 percent of the total area of P-33-13791 (CA-RIV-7843). The three loci at this site would be partially used by this Alternative. At Locus 33-816, the cupules would be avoided but the southernmost part of this locus would be used; at Locus 33-817, the southernmost part of this locus would be used; and at Locus 33-818, the northern internal locus would be used but the southern internal locus would be avoided.

As shown in Table 4.3, Alternative 6 would result in the use of 2.1 ha (5.18 ac) or approximately 6.6 percent of the total area of P-33-16598 (CA-RIV-8712). Although this part of this historic site was determined to have limited data potential, the Tribes indicated in their consultations that the site as a whole is important and significant.

As shown in Table 4.3, Alternative 6 would result in the use of 25.2 ha (62.5 ac) or approximately 11 percent of the total area of P-33-4759/H (CA-RIV-4759/H). Alternative 6 would use the part of this historic site that has the main concentration of resources within the district.

As shown in Table 4.3 and on Figure 4.3, Alternative 6 would use land from El Cerrito Sports Park and the LM/EM Reserve. The parts of the El Cerrito Sports Park used under Alternative 6 contain planned landscaping and the edges of several sports fields.

The part of the LM/EM Reserve used under Alternative 6 contains biological and water resources that provide habitat for wildlife species.

As shown in Table 4.3 and on Figure 4.3, Alternative 6 with the Temescal Wash Area Design Variation would use land from the LM/EM Reserve but would not use property from El Cerrito Sports Park.

In summary, Alternative 6 would use land from five Section 4(f) properties, and Alternative 6 with the Temescal Wash Area Design Variation would use land from four Section 4(f) properties.

4.1.6 Use of Land from Section 4(f) Properties under Alternative 7: General Plan North and South of Lake Mathews/South Perris (at Rider Street)

Table 4.4 lists the Section 4(f) properties in the footprint/ROW for Alternative 7 and shows the amount of land that would be used under Alternative 7 and Alternative 7 with the design variations. The use impacts of Alternative 7 and Alternative 7 with the design variations are shown on Figure 4.4.

There are three historic sites in the footprint/ROW for Alternative 7. Table 4.4 shows the use impacts of Alternative 7 and Alternative 7 with the design variations on those three historic sites. As shown in Table 4.4, Alternative 7 would result in the use of 8.4 ha (20.8 ac) or approximately 3.9 percent of the total area of P-33-13791 (CA-RIV-7843). The three loci at this site would be partially used by this Alternative. At Locus 33-816, the cupules would be avoided but the southernmost part of this locus would be used; at Locus 33-817, the southernmost part of this locus would be used; and at Locus 33-818, the northern internal locus would be used but the southern internal locus would be avoided.

Table 4.4: Use of Land from Section 4(f) Properties by Alternative 7 and Alternative 7 with the Design Variations

Name of Section 4(f) Property	Amount of Use of Land from Section 4(f) Properties under Alternative 7 and Alternative 7 with the Design Variations
El Cerrito Sports Park	Alternative 7 would use 0.95 ha (2.36 ac) from this 10.8 ha (26.6 ac) park. This use represents approximately 8.9 percent of the total area of this park. Alternative 7 with the Temescal Wash Area Design Variation would not use property from this park.
Lake Mathews/Estelle Mountain Reserve	Alternative 7 and Alternative 7 with the design variations would use 218.7 ha (540.3 ac) from this 4,840 ha (11,960 ac) reserve. This use represents approximately 4.5 percent of the total area of this reserve.
P-33-13791 (CA-RIV-7843) Cajalco Creek Site	Alternative 7 and Alternative 7 with the design variations would use 8.4 ha (20.8 ac) from this 214 ha (528.8 ac) historic site. This represents approximately 3.9 percent of the total area of this historic site.
P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site	Alternative 7 and Alternative 7 with the design variations would use 2.1 ha (5.18 ac) from this 31.5 ha (77.8 ac) historic site. This represents approximately 6.6 percent of the total area of this historic site.
P-33-4759/H (CA-RIV-4759/H) Cajalco Tin Mine District	Alternative 7 and Alternative 7 with the design variations would use 25.2 ha (62.5 ac) from this 213.8 ha (563.5 ac) historic site. This represents approximately 11.1 percent of the total area of this historic site.

Source: LSA Associates, Inc. (2008).

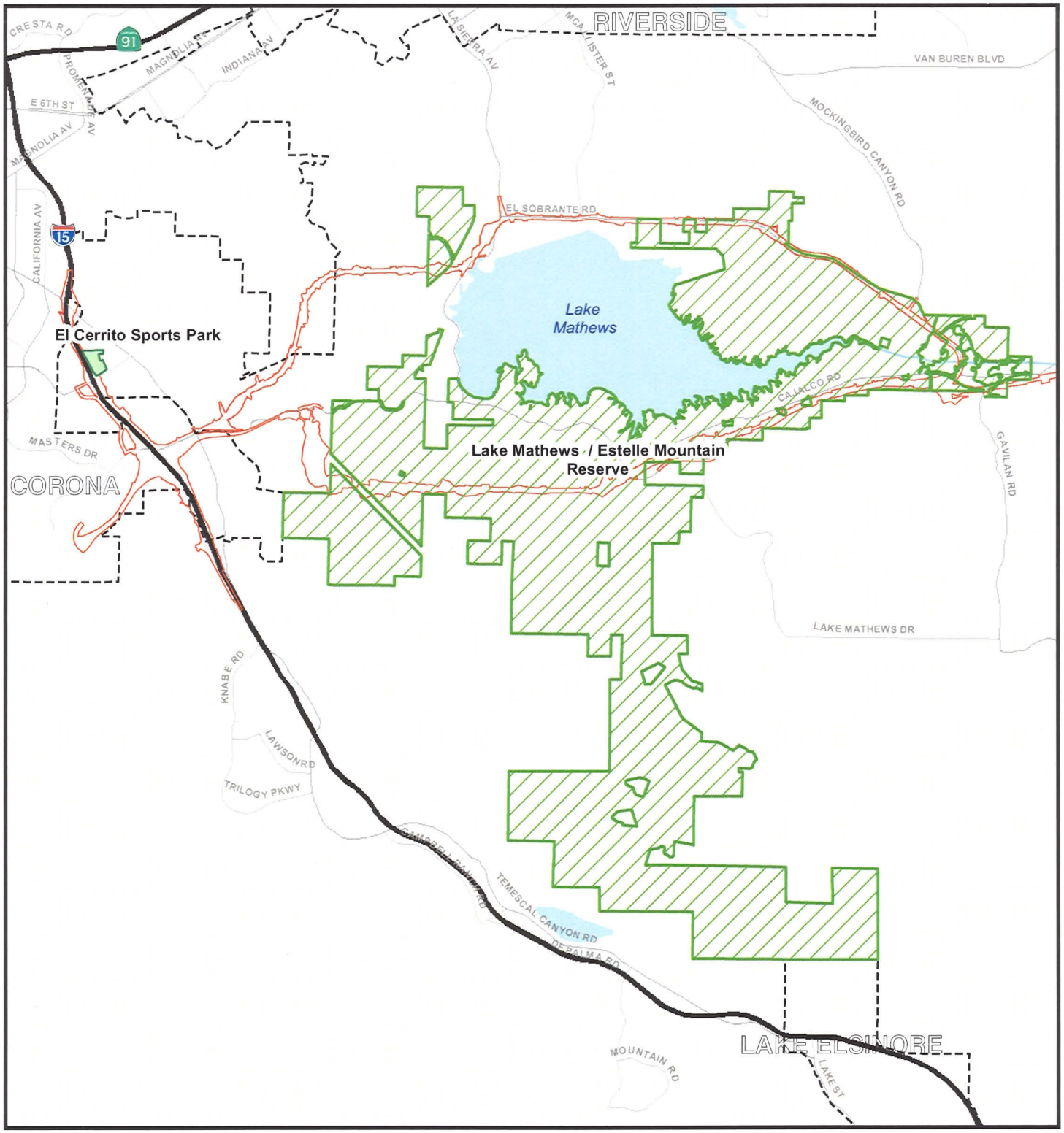


Figure 4.4

Sheet 1 of 3

Parks and Recreation

Lake Mathews / Estelle Mountain Reserve

Alternative 7 Right-of-Way

SOURCES: TBM (2006), Jacobs Engineering (2/2007)

0 4,000 8,000 Feet

0 1,000 2,000 Meters

Use of Section 4(f) Properties under Alternative 7

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt7_Resources_112707.mxd (5/8/2008)

This page intentionally left blank

Legend

- El Cerrito Sports Park
- Temescal Wash Design Variation (1/2 Diamond at El Cerrito) Right-of-Way
- Alternative 7 Right-of-Way

Figure 4.4
Sheet 2 of 3

SOURCE: AirPhoto USA (2007), TBM (2006), Jacobs Engineering (2/2007), BMLA (2007)

0 75 150 300 Feet
0 20 40 80 Meters

Use of Section 4(f) Properties under Alternative 7

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt7_ElCerritoSportPark_112707.mxd (5/8/2008)

This page intentionally left blank

Lake Mathews / Estelle Mountain Reserve
Alternative 7 Right-of-Way

Figure 4.4
Sheet 3 of 3

SOURCES: Air Photo USA (02/06), TBM (2007), Jacobs Engineering (2/2007)

0 1,400 2,800 5,600 Feet
0 400 800 1,600 Meters

Actual Use Impacts of Section 4(f) Resources under Alternative 7

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt7_LakeMathews_112707.mxd (5/8/2008)

This page intentionally left blank

As shown in Table 4.4, Alternative 7 would result in the use of 2.1 ha (5.18 ac) or approximately 6.6 percent of the total area of P-33-16598 (CA-RIV-8712). Although this part of this historic site was determined to have limited data potential, the Tribes indicated in their consultations that the site as a whole is important and significant.

As shown in Table 4.4, Alternative 7 would result in the use of 25.2 ha (62.5 ac) or approximately 11 percent of the total area of P-33-4759/H (CA-RIV-4759/H). This Alternative would use the part of this historic site that has the main concentration of resources within the district.

As shown in Table 4.4 and on Figure 4.4, Alternative 7 would use land from El Cerrito Sports Park and the LM/EM Reserve. The parts of the El Cerrito Sports Park used under Alternative 7 contain planned landscaping and the edges of several sports fields.

The part of the Reserve used under Alternative 7 contains biological and water resources that provide habitat for wildlife species.

As shown in Table 4.4 and on Figure 4.4, Alternative 7 with the Temescal Wash Area Design Variation would use property from the LM/EM Reserve but would not use property from El Cerrito Sports Park.

In summary, Alternative 7 would use land from five Section 4(f) properties, and Alternative 7 with the Temescal Wash Area Design Variation would use land from four Section 4(f) properties.

4.1.7 Use Impacts of Land from Section 4(f) Properties under Alternative 9: Far South/Placentia Avenue

Table 4.5 lists the Section 4(f) properties in the footprint/ROW for Alternative 9 and indicates the amount of land that would be used under Alternative 9 and Alternative 9 with the four design variations.

There is one historic site in the footprint/ROW for Alternative 9. Table 4.5 shows the use impact of Alternative 9 and Alternative 9 with the design variations at this historic site. As shown in Table 4.5, Alternative 9 would result in the use of 2.1 ha (5.2 ac) or approximately 6.6 percent of the total area of P-33-16598 (CA-RIV-8712). Although this part of this historic site was determined to have limited data potential, the Tribes indicated in their consultations that the site as a whole is important and significant.

As shown in Table 4.5 and on Figure 4.5, Alternative 9 would result in use impacts at El Cerrito Park, the LM/EM Reserve, the ESLMSHCP area, and Paragon Park. The parts of the El Cerrito Sports Park used under Alternative 9 contain planned landscaping and the edges of several sports fields.

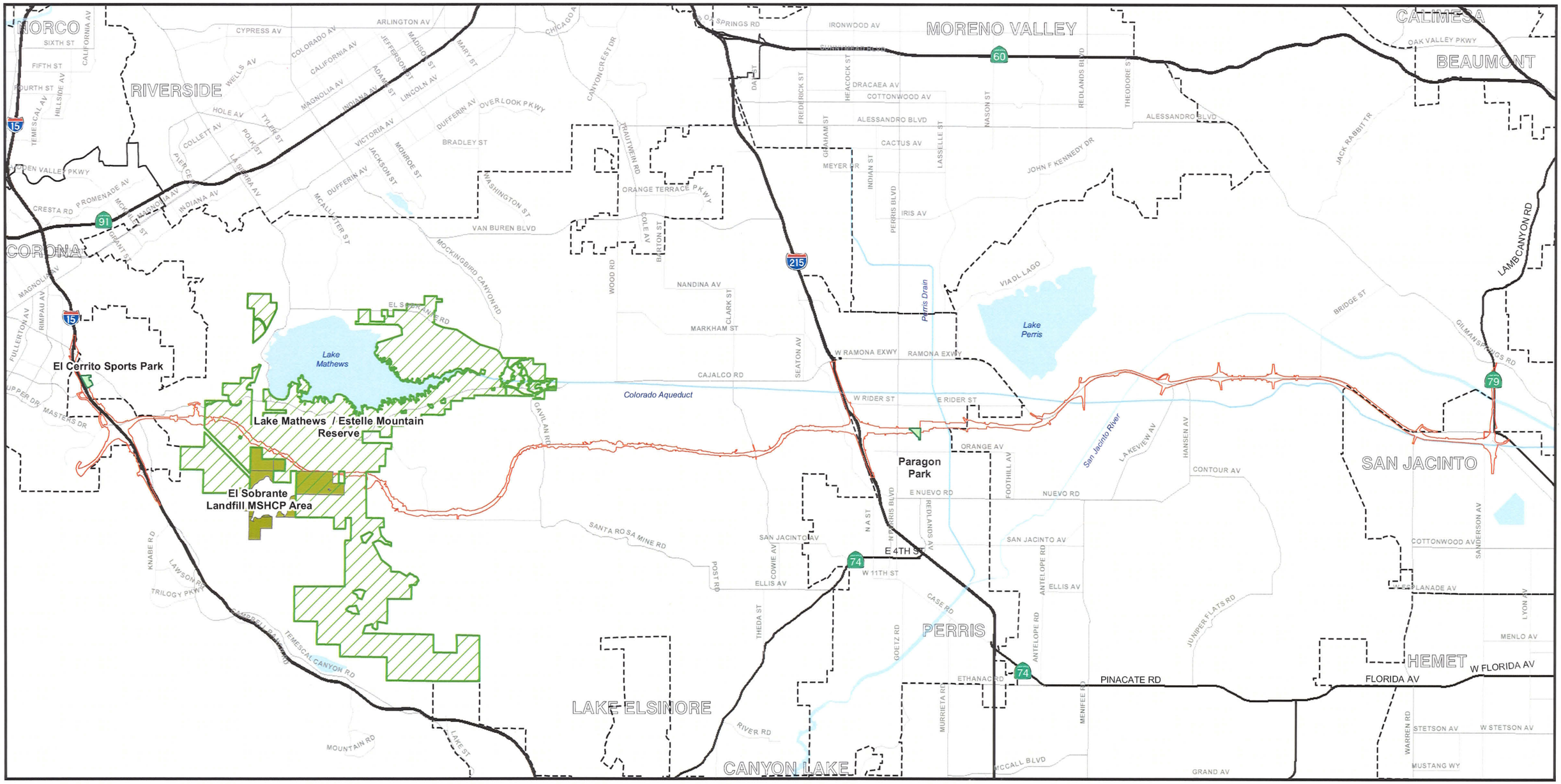
The parts of the LM/EM Reserve and ESLMSHCP area used under Alternative 9 contain biological and water resources that provide wildlife habitat.

As shown in Table 4.5 and on Figure 4.5, Alternative 9 with the Temescal Wash Area Design Variation would use property from the LM/EM Reserve, the ESLMSHCP area, and Paragon Park, but it would not use El Cerrito Sports Park.

Table 4.5: Use of Land from Section 4(f) Properties by Alternative 9 and Alternative 9 with the Design Variations

Name of Section 4(f) Property	Amount of Use of Land from Section 4(f) Properties under Alternative 9 and Alternative 9 with the Design Variations
El Cerrito Sports Park	Alternative 9 would use 0.95 ha (2.36 ac) from this 10.8 ha (26.6 ac) park. This use represents approximately 8.9 percent of the total area of this park. Alternative 9 with the Temescal Wash Area Design Variation would not use property from this park.
Lake Mathews/Estelle Mountain Reserve	Alternative 9 and Alternative 9 with any of the four design variations would use 68.3 ha (168.7 ac) from this 4,840 ha (11,960 ac) reserve. This use represents approximately 1.4 percent of the total area of this reserve.
El Sobrante Landfill Multiple Species Habitat Conservation Plan Area	Alternative 9 and Alternative 9 with any of the four design variations would use 8.9 ha (22.0 ac) from this 301 ha (745 ac) reserve. This use represents approximately 3 percent of the total area of this reserve.
Paragon Park	Alternative 9 and Alternative 9 with either the Temescal Wash Area Design Variation or the San Jacinto North Design Variation would use 3.6 ha (8.9 ac) from this 6.2 ha (15.2 ac) park. This use represents approximately 58.9 percent of the total area of this park. Alternative 9 with the Rider Street Design Variation would not use property from this park. Alternative 9 with the elevated grade design variation would use 3.7 ha (9.2 ac) from this 6.2 ha (15.2 ac) park. This use represents approximately 60.1 percent of the total area of this park.
P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site	Alternative 9 and Alternative 9 with the design variations would use 2.1 ha (5.18 ac) from this 31.5 ha (77.8 ac) historic site. This represents approximately 6.6 percent of the total area of this historic site.

Source: LSA Associates, Inc. (2008).



Parks and Recreation
El Sobrante Landfill Multiple Species Habitat Conservation Plan Area
Lake Mathews / Estelle Mountain Reserve
Alternative 9 Right-of-Way

Figure 4.5
Sheet 1 of 4

SOURCES: TBM (2006), Jacobs Engineering (2/2007)

0 5,500 11,000 22,000 Feet
0 1,500 3,000 6,000 Meters

Use of Section 4(f) Properties under Alternative 9

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt9_Resources_112707.mxd (5/8/2008)

This page intentionally left blank

Legend

- El Cerrito Sports Park
- Temescal Wash Design Variation (1/2 Diamond at El Cerrito) Right-of-Way
- Alternative 9 Right-of-Way

Figure 4.5
Sheet 2 of 4

SOURCE: AirPhoto USA (2007), TBM (2006), Jacobs Engineering (2/2007), BMLA (2007)

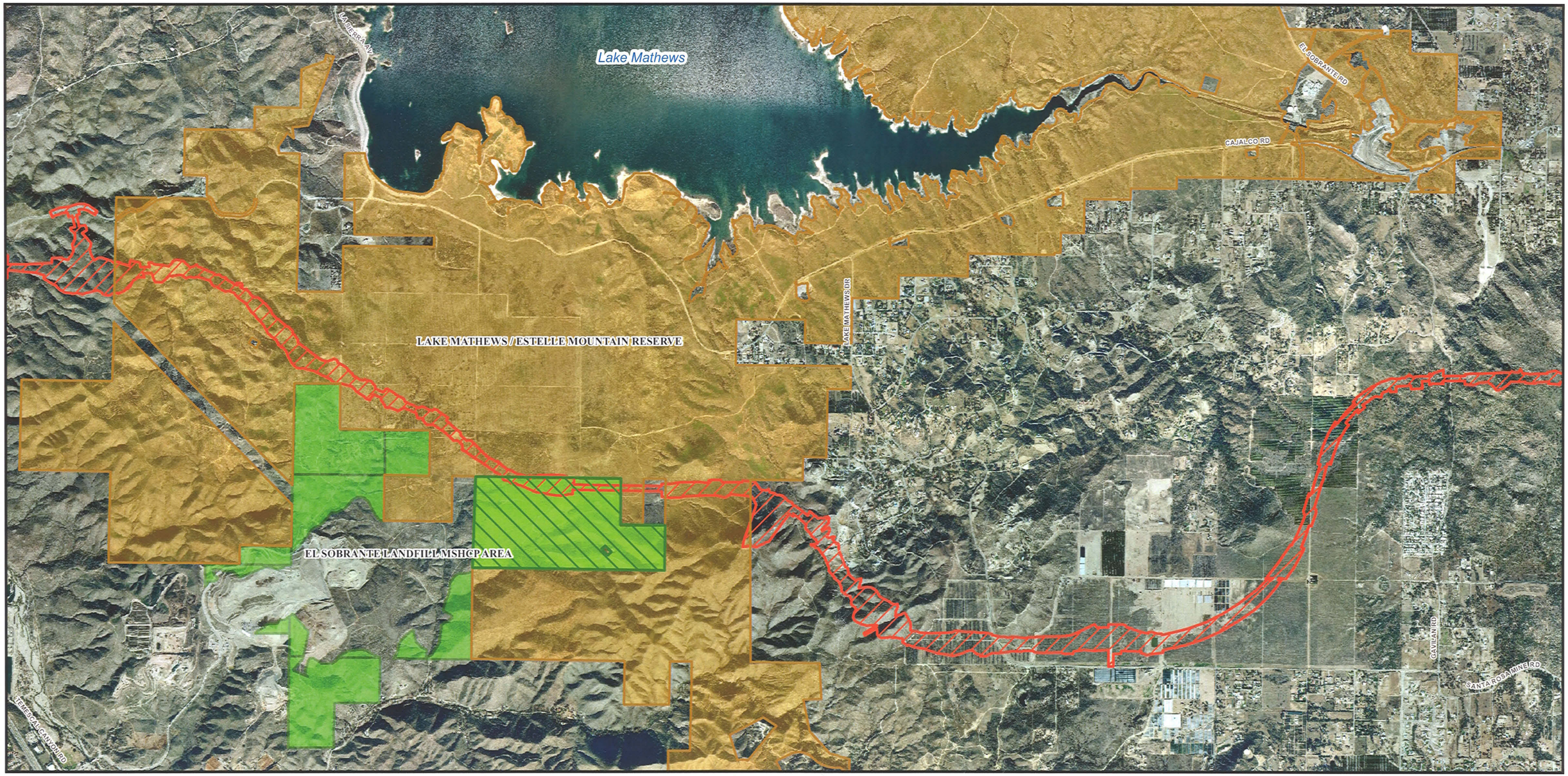
0 75 150 300 Feet
0 20 40 80 Meters

Use of Section 4(f) Properties under Alternative 9

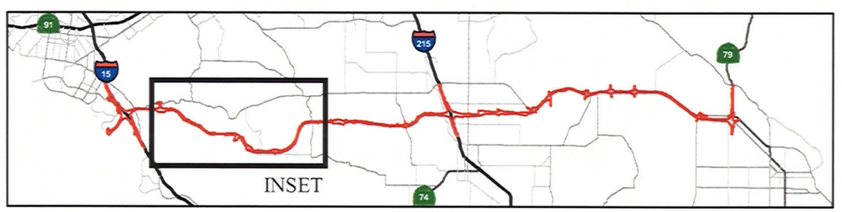
KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt9_ElCerritoSportPark_112707.mxd (5/8/2008)

This page intentionally left blank



Lake Mathews/Estelle Mountain Reserve
El Sobrante Landfill Multiple Species Habitat Conservation Plan Area
Alternative 9 Right-of-Way
Overlap of the ESLMSHCP area and the LM/EM Reserve



SOURCE: Air Photo USA (02/06), TBM (2007), Jacobs Engineering (2/2007), Riverside County (2003)

0 1,400 2,800 5,600 Feet
0 400 800 1,600 Meters

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt9_LakeMathews_112707.mxd (5/8/2008)

Figure 4.5
Sheet 3 of 4

Use of Section 4(f) Properties under Alternative 9

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

This page intentionally left blank

Paragon Park

Alternative 9 Right-of-Way

Alternative 9 Right-of-Way with the Depressed Design

Alternative 9 Right-of-Way with the Elevated Design

SOURCES: Air Photo USA (02/06), TBM (2007), Jacobs Engineering (2/2007)

0 100 200 400 Feet

0 37.5 75 150 Meters

I:\JCV531\GIS_Final\4F\20080414_4F_Final\mcp_4f_Alt9_Resources_Paragon_Park_010506_v2.mxd (5/8/2008)

Figure 4.5

Sheet 4 of 4

Use of Section 4(f) Properties under Alternative 9

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

This page intentionally left blank

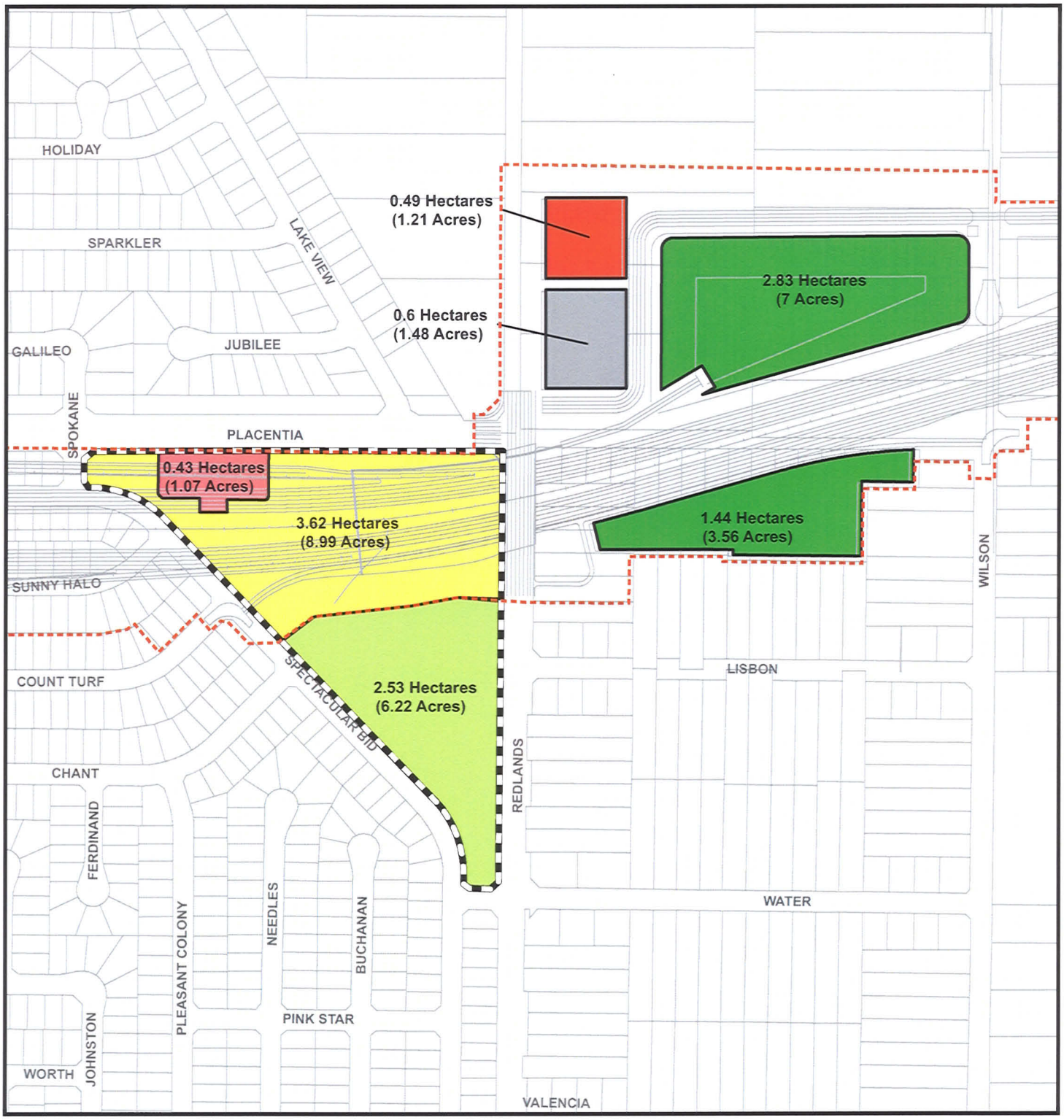
This page intentionally left blank

Alternative 9 and Alternative 9 with the Placentia Avenue/Perris Boulevard elevated grade design variation would use property from Paragon Park, as shown on Figures 4.6 and 4.7, respectively. This part of the park includes tennis courts, a basketball court, four handball courts, and a playground. This use of Paragon Park includes a narrow strip on the north side of the MCP alignment that would not be used by the MCP project but would be segmented from the rest of this park by the MCP project. There is also a City-owned, 0.43 ha (1.07 ac) parcel on the northwest part of this area that is currently occupied by a fire station. The part of the park to the south, which would not be impacted by Alternative 9 or Alternative 9 with elevated grade design variation, contains open grass fields and picnic tables.

Alternative 9 and Alternative 9 with the elevated grade design variation include a detention basin on the north side of the MCP alignments, east of Redlands Avenue. Under Alternative 9 and Alternative 9 with the design variations, part of the area occupied by that detention basin will be developed in active and passive recreation uses and landscaping to replace the impacted area and facilities at Paragon Park. Pedestrian access between Paragon Park and the new park facilities at the detention basin site will be provided across the MCP alignment east of Redlands Avenue to ensure that park patrons can safely walk or ride bicycles between the two facilities. Replacement of the displaced park uses will require consultation with the City of Perris. Figure 4.6 shows the areas at Paragon Park anticipated to be used by Alternative 9, and Figure 4.7 shows the areas anticipated to be used by Alternative 9 with the elevated grade design variation. These figures also show the proposed replacement park areas on the east side of Redlands Avenue, north and south of the MCP alignment. The uses of Paragon Park under Alternative 9 and Alternative 9 with the elevated grade design variation are described in the following paragraphs.

Figure 4.6 shows the existing boundary of Paragon Park and the areas of that Park that would be used under Alternative 9 (with the depressed grade design). As shown, this Alternative would use 3.62 ha (8.95 ac) from Paragon Park and the 0.43 ha (1.07 ac) fire station parcel. Alternative 9 includes the provision of replacement parkland and a replacement site for the fire station. The two dark green areas shown on Figure 4.6, north and south of the MCP alignment and east of existing Paragon Park and Redlands Avenue, would provide a total of 4.27 ha (10.56 ac) of new parkland under this Alternative. In addition, this Alternative would provide a replacement fire station site of 0.49 ha (1.21 ac) on the north side of the MCP alignment and 0.6 ha (1.48 ac) for parking for the park. In summary, Alternative 9 would result in a total size of 6.8 ha (16.81 ac), including the remainder of the existing park on the west side of Redlands Avenue (2.53 ha [6.25 ac]) and the two additional park parcels west of Redlands Avenue (1.44 ha [3.56 ac] and 2.83 ha [7.0 ac]; the parking area west of Redlands Avenue (0.6 ha [1.48 ac]); and the fire station site (0.49 ha [1.21 ac]).

Figure 4.7 shows the existing boundary of Paragon Park and the areas of that park that would be used under Alternative 9 with the elevated grade design variation. As shown, this Alternative would use 3.73 ha (9.21 ac) from Paragon Park and the 0.43 ha (1.07 ac) fire station parcel. Alternative 9 with the elevated grade design variation includes the provision of replacement parkland and a replacement site for the fire station. The four dark green areas shown on Figure 4.7, north and south of the MCP alignment and east of existing Paragon Park and Redlands Avenue, would provide a total of 3.88 ha (9.56 ac) of new parkland under this design variation. In addition, this design variation would also provide a replacement fire station site of 0.49 ha (1.21 ac) on the north side of the MCP alignment and 0.55 ha (1.37 ac) for parking for the park. In summary, Alternative 9 with the elevated grade design variation would result in a total park size of 6.29 ha (15.52 ac) for Paragon Park, including the



Legend

- Alternative 9 Right-of-Way
- Paragon Park Relocation Plan
- Existing Paragon Park and Fire Station Boundary
- Remaining Paragon Park
- Impacted Paragon Park
- New Park Area
- Impacted Fire Station
- Proposed Relocation of Fire Station
- Proposed Parking

SOURCE: TBM (2006), Jacobs Engineering (2/2007)

0 100 200 400 Feet

0 25 50 100 Meters

Figure 4.6

Alternative 9 with the Depressed Grade Design at Paragon Park

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\ParagonPark_PPD_120607.mxd (5/8/2008)

This page intentionally left blank

Legend

- Alternative 9 (with elevated design) Right-of-Way
- Paragon Park Relocation Plan
- Existing Paragon Park and Fire Station Boundary
- Remaining Paragon Park
- Impacted Paragon Park
- New Park Area
- Impacted Fire Station
- Proposed Relocation of Fire Station
- Proposed Parking

SOURCE: TBM (2006), Jacobs Engineering (2/2007)

0 100 200 400 Feet

0 25 50 100 Meters

Figure 4.7

Alternative 9 with the Elevated Grade Design at Paragon Park

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\ParagonPark_PPE_120607.mxd (5/8/2008)

This page intentionally left blank

remainder of the existing park on the west side of Redlands Avenue (2.42 ha [5.99 ac]), the four additional park parcels west of Redlands Avenue (3.03 ha [7.48 ac], 0.6 ha [1.48 ac], 0.21 ha [0.51 ac], and 0.04 ha [0.09 ac]); the parking area west of Redlands Avenue (0.55 ha [1.37 ac]); and the fire station site (0.49 ha [1.2 ac]).

Alternative 9 with the Rider Street Design Variation would avoid the use of Paragon Park.

Alternative 9, Alternative 9 with the Temescal Wash Area Design Variation, and Alternative 9 with the San Jacinto North Design Variation would use property from five Section 4(f) properties. Alternative 9 with the Temescal Wash Area Design Variation and Alternative 9 with the Rider Street Design Variation would use property from four Section 4(f) properties.

4.2 SUMMARY OF USE IMPACTS BY SECTION 4(F) PROPERTY

Table 4.6 summarizes the use impacts of the MCP Alternatives by Section 4(f) property. It identifies which alternatives result in use impacts at each Section 4(f) property, including the total area used by each alternative. As shown:

- Alternatives 4, 5, 6, 7, and 9 all use the same amount of land from El Cerrito Sports Park; Alternatives 4, 5, 6, 7, and 9 with the Temescal Wash Area Design Variation use no property from El Cerrito Sports Park.

Table 4.6: Summary of Use Impacts by Alternative

Section 4(f) Property	Use Impacts By Alternative
El Cerrito Sports Park	Alternatives 4, 5, 6, 7, and 9: 0.95 ha (2.36 ac)
	Alternatives 4, 5, 6, 7, and 9 with the Temescal Wash Area Design Variation: No use Alternatives 1A and 1B: No use
Lake Mathews/Estelle Mountain Reserve	Alternatives 4 and 5: 168.0 ha (415.1 ac)
	Alternatives 6 and 7: 218.7 ha (540.3 ac)
	Alternative 9: 68.3 ha (168.7 ac)
	Alternatives 1A and 1B: No use
El Sobrante Landfill Multiple Species Habitat Conservation Plan (ESLMSHCP) Area	Alternatives 4 and 5: 9.1 ha (22.4 ac)
	Alternatives 1A, 1B, 6, and 7: No use
	Alternative 9: 8.9 ha (22.0 ac)
Paragon Park	Alternatives 1A, 1B, 4, 5, 6, 7, and Alternative 9 with Rider Street Design Variation: No use
	Alternative 9: 3.62 ha (8.95 ac)
	Alternative 9 with the elevated grade design variation: 3.73 ha (9.21 ac)
P-33-4759/H (CA-RIV-4759/H) Cajalco Tin Mine District	Alternatives 1A, 1B, 4, 5, and 9: No use
	Alternatives 6 and 7: 25.2 ha (62.5 ac)
P-33-13791 (CA-RIV-7843) Cajalco Creek Site	Alternatives 4, 5, 6, and 7: 8.3 ha (20.5 ac)
	Alternatives 1A, 1B, and 9: No use
P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site	Alternatives 4, 5, 6, 7, and 9: 2.1 ha (5.2 ac) Alternatives 1A and 1B: No use

Source: LSA Associates, Inc. (2008).

- Alternatives 4, 5, 6, 7, and 9 all result in use impacts on the LM/EM Reserve with Alternative 9 using the least amount of land and Alternatives 6 and 7 using the largest amount of land from this Section 4(f) property.
- Alternatives 4, 5, and 9 result in similar amounts of use of land from the ESLMSHCP Area; Alternatives 6 and 7 do not use any land from this Section 4(f) property.
- Alternative 9 and Alternative 9 with the elevated grade design variation result in similar amounts of use of land from Paragon Park; Alternatives 4, 5, 6, 7, and 9 with the Rider Street Design Variation do not use any land from this Section 4(f) property.
- Alternatives 6 and 7 use the same amount of land from the Cajalco Tin Mine District (P-33-4759/H); Alternatives 4, 5, and 9 do not use any land from this historic site.
- Alternatives 4, 5, 6, and 7 result in the use of the same amount of land from the Cajalco Creek Site (P-33-13791); Alternative 9 does not use any land from this historic site.
- Alternatives 4, 5, 6, 7, and 9 all use the same amount of land from the Multi-Use Prehistoric Site (P-33-16598).
- Alternatives 1A and 1B would not use land from any of the identified Section 4(f) properties.

In summary, as shown in Table 4.6 and as discussed above, no MCP Build Alternative avoids the use of land from all identified Section 4(f) properties.

4.3 NET HARM ANALYSIS BY ALTERNATIVE

Not all uses of Section 4(f) properties have the same magnitude of impact, and not all Section 4(f) properties have the same quality. A qualitative analysis of the use of land from Section 4(f) properties by the MCP Build Alternatives is provided to assist in understanding the net impact of each MCP Build Alternative on Section 4(f) properties. This analysis considers the impacts of the MCP Build Alternatives on Section 4(f) properties after implementation of the project avoidance, minimization, and mitigation measures described later in Section 5.0. The net harm analysis considered:

- The size of the property used in comparison to the overall size of the Section 4(f) property
- The effect of using (acquiring) property at an edge of a Section 4(f) property versus use through the middle of the property
- The key facilities and functions of the Section 4(f) property and how they are affected
- The level of use of the affected part of the property (less used versus more highly used sections)
- The effects on the setting of historic resources rather than the removal of resources

This analysis also considered input from the agencies with jurisdiction over the affected resources.

Table 4.6 summarizes the use impacts for each MCP Alternative. Table 4.7 identifies the net harm of each MCP Build Alternative on each Section 4(f) property, based on the considerations described above. As shown in those tables, Alternative 9 results in the least use of Section 4(f) properties of the MCP Build Alternatives.

Table 4.7: Evaluation of Net Harm after Mitigation

Section 4(f) Property	Use Impacts by Alternative and Areas Used	Net Harm After Mitigation
El Cerrito Sports Park (planned park)	Alternatives 4, 5, 6, 7, and 9: 0.95 ha (2.36 ac) The area used by these Alternatives is on the west side of the site for this proposed park. These Alternatives would remove landscaping, and the westernmost edges of three sports fields; the area used under all five Alternatives represents approximately 8.9 percent of the total site for this planned park. Alternatives 4, 5, 6, 7, and 9 with the Temescal Wash Area Design Variation would result in no use of this Section 4(f) property	Alternatives 4, 5, 6, 7, and 9 would include continuation of existing coordination and consultation with the County of Riverside, including ongoing discussions with the County regarding minor modifications to the planned layout of this park, to accommodate the minor use of land on the west side of the park for Alternatives 4, 5, 6, 7, and 9; this would fully mitigate the impacts of the use related to the three sports fields. In summary, the harm to this park under Alternatives 4, 5, 6, 7, and 9 can be substantially reduced. The alternatives with the Temescal Wash Area Design Variation would not use property from this park.
Lake Mathews/ Estelle Mountain Reserve (LM/EM Reserve)	Alternatives 4 and 5: 168.0 ha (415.1 ac) Alternatives 6 and 7: 218.7 ha (540.3 ac) Alternative 9: 68.3 ha (168.7 ac) The parts of the LM/EM Reserve used under these Alternatives contain biological and water resources that provide habitat for wildlife species.	Alternatives 4 and 5 would pass through the LM/EM Reserve south of Lake Mathews and would use approximately 3.5 percent of the total area of this reserve. These impacts would be mitigated through replacement of impacted lands at a minimum ratio of 1:1, designating the remaining portions of this reserve as ESAs, biological monitoring, and provision of wildlife crossings across the MCP facility to facilitate wildlife movement. Alternatives 6 and 7 would pass through the LM/EM Reserve north and south of Lake Mathews and would use approximately 4.5 percent of the total area of this reserve. These impacts would be mitigated through replacement of impacted lands at a minimum ratio of 1:1, designating the remaining portions of this reserve as ESAs, biological monitoring, and provision of wildlife crossings across the MCP facility to facilitate wildlife movement. Alternative 9 would pass through the LM/EM Reserve south of Lake Mathews and would use approximately 1.4 percent of this reserve. These impacts would be mitigated through replacement of impacted lands at a minimum ratio of 1:1, designating the remaining portions of this reserve as ESAs, biological monitoring, and provision of wildlife crossings across the MCP facility to facilitate wildlife movement.
El Sobrante Landfill Multiple Species Habitat Conservation Plan (ESLMSHCP) Area	Alternatives 4 and 5: 9.1 ha (22.4 ac) Alternatives 6 and 7: No use Alternative 9: 8.9 ha (22.0 ac) The parts of the ESLMSHCP area used by Alternatives 4, 5, and 9 contain biological and water resources that	Alternatives 4 and 5 would pass along the north side of the ESLMSHCP area and would use approximately 3 percent of the total area of the ESLMSHCP area. These impacts would be mitigated through replacement of impacted lands at a minimum ratio of 1:1, designating the remaining portions of the ESLMSHCP area as ESAs, biological monitoring, and provision of wildlife crossings across the MCP facility to facilitate wildlife movement.

Table 4.7: Evaluation of Net Harm after Mitigation

Section 4(f) Property	Use Impacts by Alternative and Areas Used	Net Harm After Mitigation
	provide habitat for wildlife species.	Alternative 9 would pass along the north side of the ESLMSHCP area and would use approximately 1.4 percent of the total area of the ESLMSHCP area. These impacts would be mitigated through replacement of impacted lands at a minimum ratio of 1:1, designating the remaining portions of the ESLMSHCP area as ESAs, biological monitoring, and provision of wildlife crossings across the MCP facility to facilitate wildlife movement. Alternatives 6 and 7 would not use property from the ESLMSHCP area.
Paragon Park	Alternative 9: 3.62 ha (8.95 ac) Alternative 9 with the elevated grade design variation: 3.73 ha (9.21 ac) Alternatives 4, 5, 6, 7, and Alternative 9 with Rider Street Design Variation: No use	Alternative 9 and Alternative 9 with the elevated grade design variation pass through the northern part of this park and would use approximately 58.9 and 60.1 percent, respectively, of the total area of this park. The areas used by these Alternatives include tennis courts, a basketball court, four handball courts, and a playground. Replacement park land including these types of sports and play functions would be provided north and east of the existing park, as shown on Figure 4.6. The design of the replacement park areas would be developed in consultation with the City of Perris. Appropriate pedestrian access from the remaining part of the existing park and the two replacement park areas would be provided. Alternatives 4, 5, 6, 7, and Alternative 9 with Rider Street Design Variation would not use property from this park.
P-33-4759/H (CA-RIV-4759/H) Cajalco Tin Mine District	Alternatives 6 and 7: 25.2 ha (62.5 ac) Alternatives 4, 5, and 9: No use Alternatives 6 and 7 would use the part of this historic site that has the main concentration of resources in the District. Specifically, Alternatives 6 and 7 pass through the part of this District that once contained a well-developed infrastructure of buildings and roads dating to the Civil War era. None of those structures is still standing.	Alternatives 6 and 7 would cross the northerly portion of this site and would use approximately 11.1 percent of the total area of this historic site. If these alternatives were selected for implementation, mitigation measures would include preparing and implementing a data recovery plan to collect, analyze, and curate any artifacts from this site prior to construction. During construction, ESA fencing would be provided, and archaeological monitoring would be conducted to ensure that the remaining portions of the site were not harmed. These measures would substantially mitigate the effects of the use of this part of the historic district by Alternatives 6 and 7. In summary, the net harm of the use of this historic district by Alternatives 6 and 7 can be minimized. Alternatives 4, 5, and 9 would not use property from this historic site.

Table 4.7: Evaluation of Net Harm after Mitigation

Section 4(f) Property	Use Impacts by Alternative and Areas Used	Net Harm After Mitigation
P-33-13791 (CA-RIV-7843) Cajalco Creek Site	Alternatives 4, 5, 6, and 7: 8.3 ha (20.5 ac) Alternative 9: No use Alternatives 4, 5, 6, and 7 cross the three loci at this site and would partially use land at these loci. At Locus 33-816, the cupules would be avoided, but the southernmost part of this locus would be used; at Locus 33-817, the southernmost part of this locus would be used; and at Locus 33-818, the northern internal locus would be used, but the southern internal locus would be avoided. No important parts of this site, such as rock art, would be used by Alternatives 4, 5, 6, and 7.	Alternatives 4, 5, 6, and 7 would cross the central portion of the site and would use approximately 3.9 percent of the total area of this historic site. Three loci of the site, 33-816, 33-817, and 33-818, will be at least partially impacted by Alternatives 4, 5, 6, and 7, although the cupule boulder rock art feature at 33-816 will be avoided by bridging the area. If these alternatives were selected for implementation, mitigation measures would include preparing and implementing a data recovery plan to collect, analyze, and curate any artifacts from this site prior to construction. During construction, ESA fencing would be provided and archaeological monitoring would be conducted to ensure that the remaining portions of the site were not harmed. These measures would substantially mitigate the effects of the use of part of the site by Alternatives 4, 5, 6, and 7. In summary, the net harm of the use of this site by Alternatives 4, 5, 6, and 7 can be minimized. Alternative 9 would result in no use of this historic site.
P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site	Alternatives 4, 5, 6, 7, and 9: 2.1 ha (5.2 ac)	Alternatives 4, 5, 6, 7, and 9 would all cross the northerly edge of this site and would use approximately 6.6 percent of the total area of this historic site. Although this part of this historic site was determined to have limited data potential, the Native American Tribes indicated in their consultations that the site as a whole is important and significant. No important parts of this site, such as rock art, would be used by these alternatives. If these alternatives were selected for implementation, mitigation measures would include preparing and implementing a data recovery plan to collect, analyze, and curate any artifacts from this site prior to construction. During construction, ESA fencing would be provided and archaeological monitoring would be conducted to ensure that the remaining portions of the site were not harmed. These measures would substantially mitigate the effects of the use of part of the site by Alternatives 4, 5, 6, 7, and 9. In summary, the net harm of the use of this site by Alternatives 4, 5, 6, 7, and 9 can be minimized.

Source: LSA Associates, Inc. (2008).
ac = acres
ESAs = Environmentally Sensitive Areas
ha = hectares
MCP = Mid County Parkway

As shown in Tables 4.6 and 4.7, all five MCP Build Alternatives would use 0.95 ha (2.36 ac) from the planned El Cerrito Sports Park. Because this is a planned but not yet constructed park, it is anticipated that the sports fields used by the Build Alternatives as shown in Figures 4.1, 4.2, 4.3, 4.4, and 4.5 could be shifted to the east, outside the footprint/ROW of this Alternative. In summary, the net harm of the use of El Cerrito Sports Park by the five MCP Build Alternatives can be avoided.

As shown in Tables 4.6 and 4.7, Alternatives 4, 5, 6, 7, and 9 would result in the use of anywhere from 68.3 ha (168.7 ac) of the LM/EM Reserve under Alternative 9 to 218.7 ha (540.3 ac) of the LM/EM Reserve under Alternatives 6 and 7. Mitigation measures include acquiring replacement lands at a minimum ratio of 1:1 that contain habitat with suitable constituent elements for the species covered under the SKR HCP and the LMMSHCP. To protect the remaining portions of the LM/EM Reserve from harm during construction, areas within the LM/EM Reserve would be designated as Environmentally Sensitive Areas (ESAs) and would be fenced off from the construction area. Qualified biologists would conduct monitoring during construction to ensure that there would be no encroachment into the ESAs. In addition, 2 wildlife crossings for Alternatives 4 and 5, 5 wildlife crossings for Alternatives 6 and 7, and 1 wildlife crossing for Alternative 9 within the LM/EM Reserve are included in the design of the MCP Build Alternatives to facilitate the movement of wildlife under or over the MCP facility. These measures would substantially mitigate the effects of the use of part of the LM/EM Reserve by Alternatives 4, 5, 6, 7, and 9. In summary, the net harm of the use of this site by Alternatives 4, 5, 6, 7, and 9 can be minimized.

As shown in Tables 4.6 and 4.7, Alternatives 4, 5, and 9 would result in the use of 8.9 ha (22.0 ac) of the ESLMSHCP area under Alternative 9 and 9.1 ha (22.4 ac) of the ESLMSHCP area under Alternatives 4 and 5. Mitigation measures include acquiring replacement lands at a minimum ratio of 1:1 that contain habitat with suitable constituent elements for the species covered under the ESLMSHCP. To protect the remaining portions of the ESLMSHCP area from harm during construction, areas within the ESLMSHCP area would be designated as ESAs and would be fenced off from the construction area. Qualified biologists would conduct monitoring during construction to ensure that there would be no encroachment into the ESAs. In addition, 2 wildlife crossings for Alternatives 4 and 5, 5 wildlife crossings for Alternatives 6 and 7, and 1 wildlife crossing for Alternative 9 within the LM/EM Reserve are included in the design of the MCP Build Alternatives to facilitate the movement of wildlife under or over the MCP facility. These measures would substantially mitigate the effects of the use of part of the ESLMSHCP area by Alternatives 4, 5, and 9. In summary, the net harm of the use of this site by Alternatives 4, 5, and 9 can be minimized.

As shown in Tables 4.6 and 4.7, Alternative 9 would use property from Paragon Park. As described earlier, the area used by Alternative 9 currently contains tennis courts, handball courts, and a playground. There is sufficient replacement land provided as part of Alternative 9 to accommodate these uses. In summary, the net harm of the use of Paragon Park by Alternative 9 can be minimized. Alternatives 4, 5, 6, 7, and Alternative 9 with the Rider Street Design Variation would not use any land from Paragon Park.

As shown in Tables 4.6 and 4.7, Alternatives 4, 5, and 9 would result in no use at P-33-4759/H (CA-RIV-4759/H), and Alternatives 6 and 7 would result in the use of 25.2 ha (62.5 ac) in the part of this historic district that has the main concentration of resources. Specifically, Alternatives 6 and 7 pass through the part of this district that once contained a well-developed infrastructure of buildings and roads dating to the Civil War era. None of those structures is still standing. If these alternatives were

selected for implementation, mitigation measures would include preparing and implementing a data recovery plan to collect, analyze, and curate any artifacts from this site prior to construction. During construction, ESA fencing would be provided and archaeological monitoring would be conducted to ensure that the remaining portions of the site were not harmed. These measures would substantially mitigate the effects of the use of this part of the historic district by Alternatives 6 and 7. In summary, the net harm of the use of this historic district by Alternatives 6 and 7 can be minimized.

As shown in Tables 4.6 and 4.7, Alternatives 4, 5, 6, and 7 would result in the use of 8.3 ha (20.5 ac) of P-33-13791 (CA-RIV-7843); however, Alternative 9 would result in no use of this site. No important parts of this site, such as rock art, would be used by Alternatives 4, 5, 6, and 7. If these alternatives were selected for implementation, mitigation measures would include preparing and implementing a data recovery plan to collect, analyze, and curate any artifacts from this site prior to construction. During construction, ESA fencing would be provided and archaeological monitoring would be conducted to ensure that the remaining portions of the site were not harmed. These measures would substantially mitigate the effects of the use of part of the site by Alternatives 4, 5, 6, and 7. In summary, the net harm of the use of this site by Alternatives 4, 5, 6, and 7 can be minimized.

As shown in Tables 4.6 and 4.7, Alternatives 4, 5, 6, 7, and 9 would result in the use of 2.1 ha (5.2 ac) of P-33-16598 (CA-RIV-8712). No important parts of this site, such as rock art, would be used by these Alternatives. If these alternatives were selected for implementation, mitigation measures would include preparing and implementing a data recovery plan to collect, analyze, and curate any artifacts from this site prior to construction. During construction, ESA fencing would be provided and archaeological monitoring would be conducted to ensure that the remaining portions of the site were not harmed. These measures would substantially mitigate the effects of the use of part of the site by Alternatives 4, 5, 6, 7, and 9. In summary, the net harm of the use of this site by Alternatives 4, 5, 6, 7, and 9 can be minimized.

Table 4.8 summarizes the use of land from Section 4(f) properties by MCP Build Alternative.

Table 4.8: Summary of Use of Land from Section 4(f) Properties by MCP Build Alternative

Section 4(f) Properties	Alternative 4	Alternative 4 with the Temescal Wash Area Design Variation	Alternative 5	Alternative 5 with the Temescal Wash Area Design Variation	Alternative 6	Alternative 6 with the Temescal Wash Area Design Variation	Alternative 7	Alternative 7 with the Temescal Wash Area Design Variation	Alternative 9	Alternative 9 with the Temescal Wash Area Design Variation	Alternative 9 with the Elevated Grade Design Variation	Alternative 9 with the Rider Street Variation
El Cerrito Sports Park	●	no use	●	no use	●	no use	●	no use	●	no use	no use or ●(1)	no use or ●(1)
Paragon Park	no use		no use		no use		no use		●	●	●	no use
LM/EM Reserve	◉		◉		●		●		○			
ESLMSHCP Area	●		●		no use		no use		●			
P-33-4759/H (CA-RIV-4759/H)Cajalco Tin Mine District	no use		no use		●		●		no use			
P-33-13791 (CA-RIV-7843) Cajalco Creek Site	●		●		●		●		no use			
P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site	●		●		●		●		●			

Source: LSA Associates, Inc. (2008).
(1) No use with Temescal Wash Area Design Variation; greatest use with the collector distributor road design in that area.
○ Least use
◉ Medium use
● Greatest use

5.0 AVOIDANCE ALTERNATIVES

5.1 TEST FOR FEASIBLE AND PRUDENT AVOIDANCE ALTERNATIVES

All five of the Mid County Parkway (MCP) Build Alternatives discussed in the MCP Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) would use land from Section 4(f) properties. Avoidance alternatives were developed for each use of land from these Section 4(f) properties. These avoidance alternatives were then evaluated to determine whether they were feasible and prudent.

The Federal Highway Administration (FHWA) Section 4(f) regulations, codified at 23 CFR Part 774, define "feasible and prudent avoidance alternative" as follows:

> (1) A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.
>
> (2) An alternative is not feasible if it cannot be built as a matter of sound engineering judgment.
>
> (3) An alternative is not prudent if:
>
> (i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
>
> (ii) It results in unacceptable safety or operational problems;
>
> (iii) After reasonable mitigation, it still causes:
>
> (A) Severe social, economic, or environmental impacts;
>
> (B) Severe disruption to established communities;
>
> (C) Severe disproportionate impacts to minority or low income populations; or
>
> (D) Severe impacts to environmental resources protected under other Federal statutes;
>
> (iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;

(v) It causes other unique problems or unusual factors; or

(vi) It involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

The avoidance alternatives considered in this section were evaluated to determine whether they meet the defined project purpose and need. The defined purpose statement for the MCP project was provided earlier in Section 2.0.

5.2 AVOIDANCE ALTERNATIVES FOR ALL USE IMPACTS OF THE MCP BUILD ALTERNATIVES

No Build Alternatives 1A and 1B would avoid the use of any land from Section 4(f) properties identified in the MCP study area; however, since these alternatives would not fulfill the project purpose, they would compromise the MCP project to such a degree that it would be unreasonable to proceed. In addition to No Build Alternatives 1A and 1B, six alternatives to avoid all the use impacts of Section 4(f) properties identified for the MCP Build Alternatives were developed and evaluated. As shown in Figure 5.1, the major constraint for any MCP alternative to fully avoid use impacts to Section 4(f) properties is the Lake Mathews-Estelle Mountain (LM/EM) Reserve, which extends over 13.0 kilometers (km) (8.5 miles [mi]) from north of Lake Mathews south to the vicinity of the Interstate 15 (I-15)/Lake Street interchange. The following were identified as feasible alternatives to avoid the use of land from all Section 4(f) properties identified for the MCP Build Alternatives, including the LM/EM Reserve:

- **Total Avoidance Alternative 1:** This alternative would begin at the I-15/State Route 91 (SR-91) interchange, providing additional capacity on SR-91 to its junction with State Route 60 (SR-60). From this point, it would continue easterly and provide additional capacity on SR-60 between SR-91 and Gilman Springs Road. This alternative would then continue southeasterly and provide additional capacity along Gilman Springs Road to its junction with State Route 79 (SR-79). Based on a review of data collected on Section 4(f) properties for the *Draft Tier 1 Environmental Impact Report/Environmental Impact Statement for the Hemet to Corona/Lake Elsinore Corridor* (RCTC, 2002), this alternative would not impact any known Section 4(f) properties, although the alignment of Gilman Springs Road would need to be shifted to the east to avoid use of land from the San Jacinto Wildlife Refuge. The total length of this alternative is approximately 64 km (40 mi) and would cost approximately $5.2 billion, based on an average cost of $130 million per mile (right-of-way [ROW] and construction). As shown in Section 2.7 of the MCP Draft EIR/EIS, the average cost for ROW and construction of each Build Alternative is approximately $130 million per mile; therefore, this same unit cost was used for estimating the approximate cost of the Section 4(f) avoidance alternatives.
- **Total Avoidance Alternative 2:** This alternative would begin at the I-15/SR-91 interchange, providing additional capacity on SR-91 to its junction with SR-60. From this point, it would continue easterly and provide additional capacity on SR-60 between SR-91 and the SR-60/ Interstate 215 (I-215) south junction. This alternative would then continue southerly and provide

This page intentionally left blank

additional capacity on I-215 to where it would then join the proposed MCP alignment for Alternatives 4 and 6, continuing to the MCP's easterly terminus at SR-79. Based on a review of data collected on Section 4(f) properties for the MCP project as well as in the *Draft Tier 1 Environmental Impact Report/Environmental Impact Statement for the Hemet to Corona/Lake Elsinore Corridor* (RCTC, 2002), this alternative would not impact any known Section 4(f) properties, although the alignment of the MCP in the vicinity of the P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site would need to be shifted to the north to avoid use of land from this historic property. The total length of this alternative is approximately 67 km (42 mi) and would cost approximately $5.5 billion, based on an average cost of $130 million per mile (ROW and construction).

- **Total Avoidance Alternative 3:** This alternative would begin at the proposed I-15/MCP interchange and then would proceed easterly along an alignment north and then east of Lake Mathews that would completely avoid use of the LM/EM Reserve. After crossing Cajalco Road in a southeasterly direction, this alignment would connect to the MCP Alternative 9 alignment east of Gavilan Road, and then would follow the Alternative 9 with Rider Street Design Variation alignment easterly to the MCP's eastern terminus at SR-79. Based on a review of data collected on Section 4(f) properties for the MCP project as well as in the *Draft Tier 1 Environmental Impact Report/Environmental Impact Statement for the Hemet to Corona/Lake Elsinore Corridor* (RCTC, 2002), this alternative would not impact any known Section 4(f) properties, although the alignment of the MCP in the vicinity of the P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site would need to shifted to the north to avoid use of land from this historic property. The total length of this alternative is approximately 61 km (38 mi) and would cost approximately $4.9 billion, based on an average cost of $130 million per mile (ROW and construction).
- **Total Avoidance Alternative 4:** This alternative would begin near the I-15/Lake Street interchange and then would proceed northeasterly along a new alignment that would completely avoid use of land from the LM/EM Reserve. This alignment would connect to the MCP Alternative 9 alignment east of Gavilan Road, and then would follow the Alternative 9 with Rider Street Design Variation alignment easterly to the MCP's eastern terminus at SR-79. Based on a review of data collected on Section 4(f) properties for the MCP project as well as in the *Draft Tier 1 Environmental Impact Report/Environmental Impact Statement for the Hemet to Corona/Lake Elsinore Corridor* (RCTC, 2002), this alternative would not impact any known Section 4(f) properties, although the alignment of the MCP in the vicinity of the P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site would need to shifted to the north to avoid use of land from this historic property. The total length of this alternative is approximately 48 km (30 mi) and would cost approximately $3.9 billion, based on an average cost of $130 million per mile (ROW and construction).
- **Total Avoidance Alternative 5:** This alternative would begin near the I-15/Lake Street interchange and then would proceed easterly about 13 km (8 mi) to State Route 74 (SR-74). From SR-74, the alignment would then continue easterly along Ethanac Road to a new connection at I-215. From I-215, the alignment would then continue easterly along SR-74, terminating at the proposed realignment of SR-79 in the city of Hemet. This alignment uses combinations of Alternative 5b and Alternative 4a that were previously studied in the *Draft Tier 1 Environmental Impact Report/Environmental Impact Statement for the Hemet to Corona/Lake Elsinore Corridor* (RCTC, 2002). Based on a review of data collected on Section 4(f) properties for the *Draft Tier 1 Environmental Impact Report/Environmental Impact Statement for the Hemet to Corona/Lake Elsinore Corridor* (RCTC, 2002), this alternative would not impact any known Section 4(f)

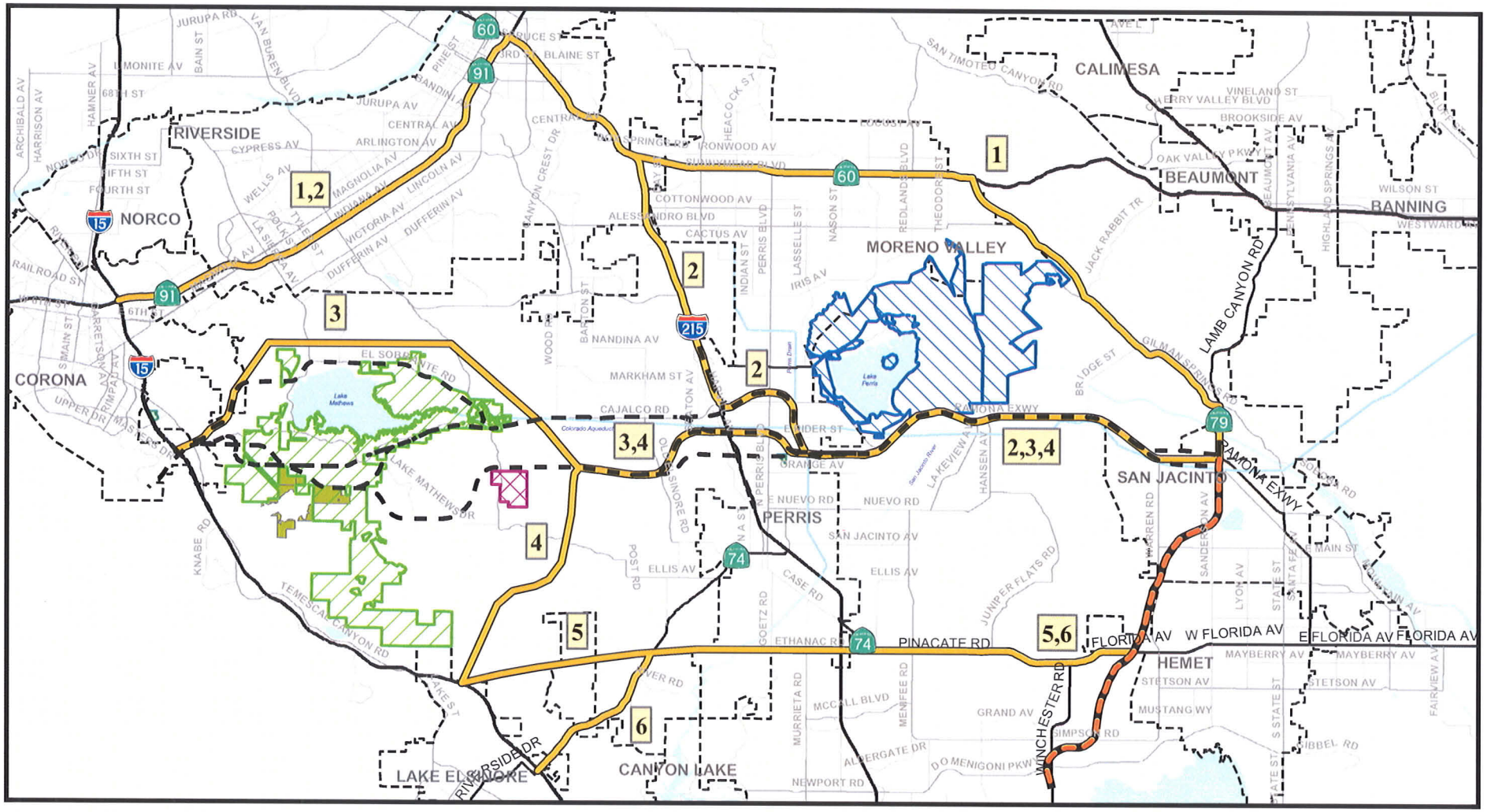


Figure 5.1

SOURCE: TBM (2006), Jacobs Engineering (2/2007), LSA (2007)

0 11,000 22,000 44,000 Feet

0 3,350 6,700 13,400 Meters

Total Avoidance Alternatives for All Section 4(f) Properties

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\SR-74_avoidance_alternative_050708.mxd (7/1/08)

properties. The total length of this alternative is approximately 34 km (21 mi) and would cost approximately $2.7 billion, based on an average cost of $130 million per mile (ROW and construction).

- **Total Avoidance Alternative 6:** This alternative would begin at the existing I-15/SR-74 interchange and then proceed northeasterly about 10 km (6 mi) to Ethanac Road. From SR-74, the alignment would then continue easterly along Ethanac Road to a new connection at I-215. From I-215, the alignment would then continue easterly along SR-74, terminating at the proposed realignment of SR-79 in the city of Hemet. This alignment is the same as Alternative 4a that was previously studied in the *Draft Tier 1 Environmental Impact Report/Environmental Impact Statement for the Hemet to Corona/Lake Elsinore Corridor* (RCTC, 2002). Based on a review of data collected on Section 4(f) properties for the *Draft Tier 1 Environmental Impact Report/Environmental Impact Statement for the Hemet to Corona/Lake Elsinore Corridor* (RCTC, 2002), this alternative would not impact any known Section 4(f) properties. The total length of this alternative is approximately 34 km (21 mi) and would cost approximately $2.7 billion, based on an average cost of $130 million per mile (ROW and construction).

While Total Avoidance Alternatives 1 through 6 appear to be feasible (i.e., they could be built as a matter of sound engineering judgment), none of them appear to be prudent as defined in 23 CFR 774.17. As discussed below, Total Avoidance Alternatives 1, 2, 4, 5, and 6 do not meet the MCP project's purpose and need, and therefore would compromise the MCP project to such a degree such that it would be unreasonable to proceed in light of the stated purpose and need. While Total Avoidance Alternative 3 would meet the MCP project's purpose and need, the severe community disruption associated with this alternative is of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property.

- Total Avoidance Alternative 1 would compromise the MCP project to such a degree such that it would be unreasonable to proceed in light of the stated purpose and need for the MCP project. The project purpose is to "provide a transportation facility that will effectively and efficiently accommodate regional east-west movement of people and goods between and through San Jacinto, Perris, and Corona." As shown on Figure 5.1, Avoidance Alternative 1 would result in a more circuitous travel route that would be approximately 16 km (10 mi) longer than the MCP project. In addition, Avoidance Alternative 1 would not provide any connection to Perris at all, and would therefore not meet the project's purpose.
- Total Avoidance Alternative 2, as shown in Figure 5.1, would provide a transportation facility that would accommodate regional east–west movement of people and goods between and through San Jacinto, Perris, and Corona; however, it is not considered effective or efficient due to its circuitous 67 km (42 mi) route compared to the MCP Build Alternatives, which range from approximately 55.4 to 58.4 km (34.4 to 36.3 mi). Avoidance Alternative 2 would result in a more circuitous travel route that would be approximately 19 km (12 mi) or 40 percent longer than the MCP project. Therefore, Avoidance Alternative 2 would compromise the MCP project to such a degree that it would be unreasonable to proceed in light of the stated purpose and need for the MCP project.
- Total Avoidance Alternative 3 does not appear to be prudent because it would result in severe disruption to established communities, specifically the Victoria Grove community north of Lake Mathews. In this area, Avoidance Alternative 3 would be aligned just north of the northern boundary of the LM/EM Reserve. Such an alignment was previously considered in the

alternatives development process for the MCP as a means to address the concerns of the Metropolitan Water District of Southern California (Metropolitan) regarding the safety of the Cajalco Dam. That analysis concluded that although such an alignment was feasible and could be built as a matter of sound engineering judgment, it would result in the displacement of approximately 250 houses within the Victoria Grove community. Based on this analysis, the FHWA concluded and the United States Environmental Protection Agency (EPA) and United States Army Corps of Engineers (USACE) concurred that such impacts constituted a severe constraint to this alternative, and that it should be removed from further consideration. The correspondence documenting this conclusion and these concurrences is provided in Appendix J of the MCP Draft EIR/EIS.

- Total Avoidance Alternatives 4, 5, and 6, as shown in Figure 5.1, would fail to provide a connection to Corona because their western termini at I-15 would have to be located over 16 km (10 mi) south of Corona to avoid the LM/EM Reserve. Avoidance Alternatives 4, 5, and 6 would result in more circuitous travel routes and would not directly serve the residential and employment land uses that would be served by the MCP project. Therefore, Avoidance Alternatives 4, 5, and 6 would compromise the MCP project to such a degree that it would be unreasonable to proceed in light of the stated purpose and need for the MCP project.

5.3 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM EL CERRITO SPORTS PARK

5.3.1 Summary of Use of Land from El Cerrito Sports Park

- Alternatives 4, 5, 6, 7, and 9: 0.95 hectare (ha) (2.36 acres [ac])
- Alternatives 4, 5, 6, 7, and 9 with the Temescal Wash Area Design Variation: No use

5.3.2 Avoidance Alternatives and Feasible and Prudent Evaluations for El Cerrito Sports Park

Alternative 1A, No Project/No Action Alternative. This alternative would avoid the use of land from this park; however, this alternative would not meet the defined project purpose because it would not provide capacity for 2035 traffic demand, and it would not provide a facility that meets State highway design standards, accommodates the STAA network, or is compatible with a future multimodal transportation system. Therefore, Alternative 1A would not be a feasible and prudent alternative to avoid the use of land from El Cerrito Sports Park as defined by 23 CFR 774.17.

Alternative 1B, No Project/No Action Alternative. This alternative would avoid the use of land from this park; however, this alternative would not meet the defined project purpose because it would not provide capacity for 2035 traffic demand, and it would not provide a facility that meets State highway design standards, accommodates the STAA network, or is compatible with a future multimodal transportation system. Therefore, Alternative 1B would not be a feasible and prudent alternative to avoid the use of land from El Cerrito Sports Park as defined by 23 CFR 774.17.

Alternatives 4, 5, 6, 7, and 9 with the Temescal Wash Area Design Variation. As shown earlier on Figures 4.1 to 4.5 and Tables 4.1 to 4.5, the MCP Build Alternatives with this design variation would avoid the use of land from this park. This design variation would be feasible as a matter of sound engineering judgment and would not substantively change the overall project design and costs (based on the estimates in the *Draft Project Report* [Jacobs, 2008], construction costs would actually be reduced by $200 million as a result of eliminating the collector-distributor system required in the base case design). As a result, Alternatives 4, 5, 6, 7, and 9 with the Temescal Wash Area Design Variation would be feasible and prudent alternatives to avoid the use of land from El Cerrito Sports Park as defined by 23 CFR 774.17.

5.3.3 Summary

Based on the analysis undertaken for this Draft Section 4(f) Evaluation, Alternatives 4, 5, 6, 7, and 9 with the Temescal Wash Area Design Variation appear to constitute feasible and prudent alternatives to avoid the use of land from El Cerrito Sports Park.

Alternatives 1A and 1B would avoid the use of land from El Cerrito Sports Park. However, based on the analysis undertaken for this Draft Section 4(f) Evaluation as described above, Alternatives 1A and 1B would not be prudent alternatives to avoid the use of land from El Cerritos Sports Park as defined by 23 CFR 774.17.

5.4 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM THE LAKE MATHEWS/ESTELLE MOUNTAIN RESERVE

5.4.1 Summary of Use of Land from the Lake Mathews/Estelle Mountain Reserve

- Alternative 4, Alternative 4 with Design Variations, Alternative 5, and Alternative 5 with Design Variations: 168.0 ha (415.1 ac)
- Alternative 6, Alternative 6 with Design Variations, Alternative 7, and Alternative 7 with Design Variations: 218.7 ha (540.3 ac)
- Alternative 9 and Alternative 9 with Design Variations: 68.3 ha (168.7 ac)

5.4.2 Avoidance Alternatives and Feasible and Prudent Evaluations for the Lake Mathews/Estelle Mountain Reserve

Alternative 1A, No Project/No Action Alternative. This alternative would avoid the use of land from the LM/EM Reserve. However, this alternative would not meet the defined project purpose as described earlier in the discussion of the avoidance alternatives for El Cerrito Sports Park. Therefore, Alternative 1A would not be a feasible and prudent alternative to avoid the use of land from the LM/EM Reserve as defined by 23 CFR 774.17.

Alternative 1B, No Project/No Action Alternative. This alternative may not avoid the use of land from the LM/EM Reserve because the widening and realignment of Cajalco Road would impact this reserve. In addition, this alternative would not meet the defined project purpose as described earlier in the discussion of the avoidance alternatives for El Cerrito Sports Park. Therefore, Alternative 1B would not be a feasible and prudent alternative to avoid the use of land from the LM/EM Reserve as defined by 23 CFR 774.17.

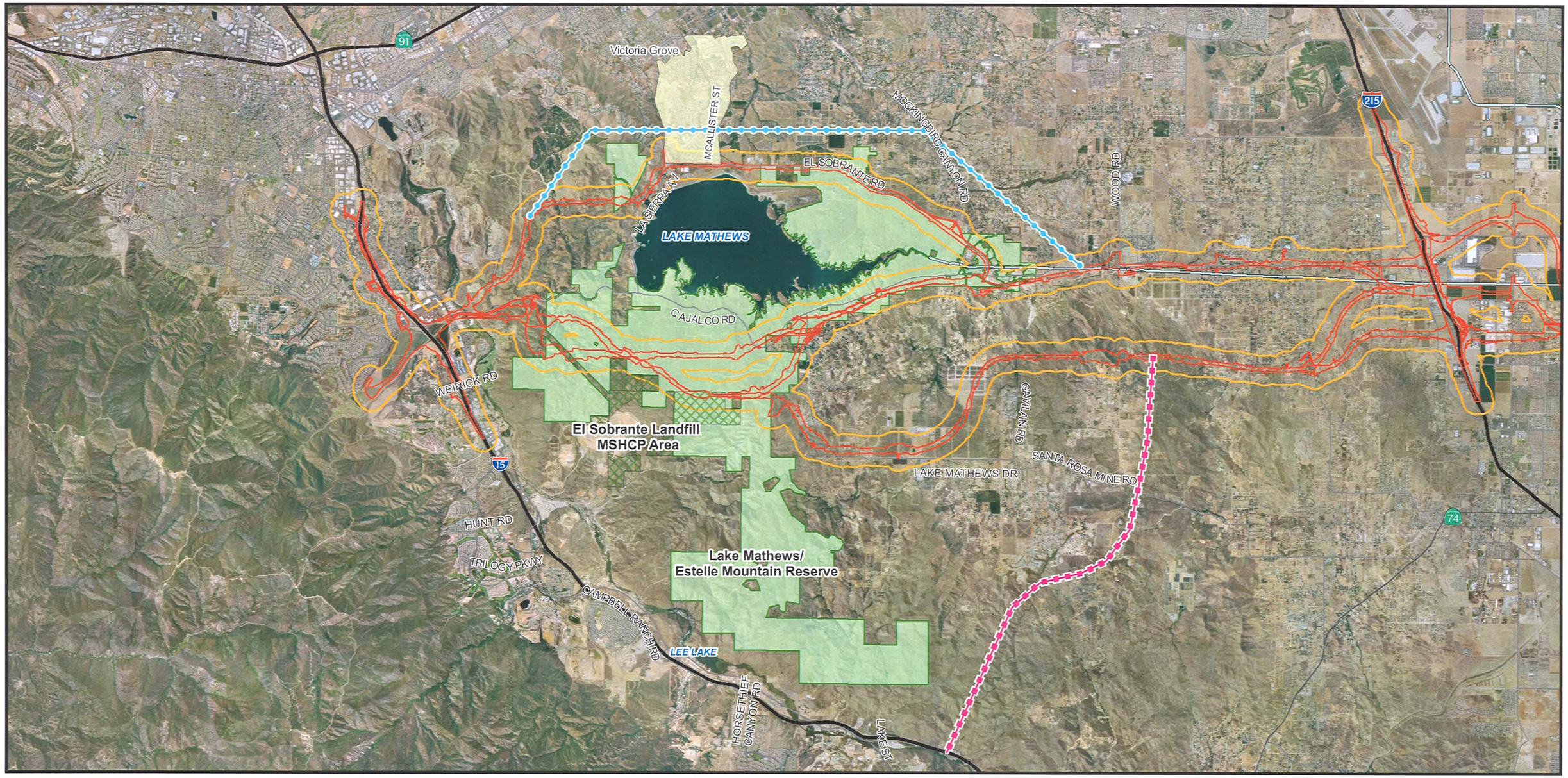
Alternatives 4, 5, 6, 7, and 9 Realignment to the South or North. As shown earlier in Figures 4.1 through 4.5, all five MCP Build Alternatives use land from the LM/EM Reserve south of Lake Mathews. As described above in Section 5.2, it would be feasible as a matter of sound engineering judgment to realign the MCP Build Alternatives farther south to avoid the reserve. However, because the LM/EM Reserve extends south nearly to I-15, a distance of over 14 km (9 mi), as shown on Figure 5.2, realigning these alternatives around the southern part of the reserve would result in a much longer corridor (approximately 10.5 km or 7 mi longer) and substantially greater project costs (approximately $910 million more based on an average cost of $130 million per mile). In addition, realigning the westernmost segment of the MCP Build Alternatives to the south would result in the MCP project not effectively serving the transportation needs in the Corona area, which is a vital part of the defined project purpose. Therefore, realigning the MCP Build Alternatives south around the LM/EM Reserve does not appear to be prudent as defined by 23 CFR 774.17 since it would compromise the project to such a degree that it would be unreasonable to proceed in light of the stated purpose and need for the MCP project.

It would be feasible as a matter of sound engineering judgment to realign the MCP Build Alternatives farther north to avoid the LM/EM Reserve. As shown in Figure 5.2, the MCP could be aligned just north of the northern boundary of the reserve. Such an alignment was previously considered in the alternatives development process for the MCP as a means to address the concerns of Metropolitan regarding the safety of the Cajalco Dam. That analysis concluded that, although such an alignment could be built as a matter of sound engineering judgment, it would result in the displacement of approximately 250 houses within the Victoria Grove community. Based on this analysis, the FHWA concluded and the EPA and USACE concurred that such impacts constituted a severe constraint to this alternative, and that it should be removed from further consideration. The correspondence documenting this conclusion and these concurrences is provided in Appendix J of the MCP Draft EIR/EIS.

5.4.3 Summary

Although Alternative 1A would avoid the use of land from the LM/EM Reserve, based on the analysis undertaken for this Draft Section 4(f) Evaluation, it would not be a prudent alternative as defined by 23 CFR 774.17. Based on the analysis undertaken for this Draft Section 4(f) Evaluation, there do not appear to be feasible and prudent alternatives as defined by 23 CFR 774.17 that would avoid the use of land from the LM/EM Reserve under the five MCP Build Alternatives.

This page intentionally left blank



El Sobrante Landfill Multiple Species Habitat Conservation Plan Area

Lake Mathews / Estelle Mountain Reserve

Victoria Grove Community

Right-of-Way (All Alternatives)

Conceptual Northerly Avoidance Route

Conceptual Southerly Avoidance Route

SOURCE: USGS (2006), TBM (2006), Jacobs Engineering (2/2007) AirPhoto USA (06/07)

0 1 2 Miles

0 1.5 3 Kilometers

I:\JCV531\GIS_Final\4F\20080414_4F_Final\LM_EM_R_Extent_11x17.mxd (8/13/08)

Figure 5.2

Lake Mathews / Estelle Mountain Reserve Avoidance Alternatives

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

This page intentionally left blank

5.5 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM THE EL SOBRANTE LANDFILL MULTIPLE SPECIES HABITAT CONSERVATION PLAN AREA

5.5.1 Summary of the Use of Land from the El Sobrante Landfill Multiple Species Habitat Conservation Plan Area

- Alternative 4, Alternative 4 with Design Variations, Alternative 5, and Alternative 5 with Design Variations: 9.1 ha (22.4 ac)
- Alternative 6, Alternative 6 with Design Variations, Alternative 7, and Alternative 7 with Design Variations: No use
- Alternative 9 and Alternative 9 with Design Variations: 8.9 ha (22.0 ac)

5.5.2 Avoidance Alternatives and Feasible and Prudent Evaluations for the El Sobrante Landfill Multiple Species Habitat Conservation Plan Area

Alternative 1A, No Project/No Action Alternative. This alternative would avoid the use of land from this Section 4(f) property. However, this alternative would not meet the defined project purpose. Therefore, Alternative 1A would not be a feasible and prudent alternative to avoid the use of land from this Section 4(f) property as defined by 23 CFR 774.17.

Alternative 1B, No Project/No Action Alternative. This alternative would avoid the use of land from this Section 4(f) property. However, this alternative would not meet the defined project purpose. Therefore, Alternative 1B would not be a feasible and prudent alternative to avoid the use of land from this Section 4(f) property as defined by 23 CFR 774.17.

Alternatives 4, 5, and 9 Realignment to the South. As shown earlier in Figures 4.1, 4.2, and 4.5, Alternatives 4, 5, and 9 would use land from the eastern part of the El Sobrante Landfill Multiple Species Habitat Conservation Plan (ESLMSHCP) area south of Lake Mathews. It would be feasible from an engineering and construction perspective to realign these alternatives farther south to avoid this part of the ESLMSHCP area. However, because the ESLMSHCP area extends south approximately 4.8 km (3 mi), as shown on Figure 5.2, realigning these alternatives around the southern part of the ESLMSHCP area would result in a longer corridor (approximately 10.5 km or 7 mi longer) and substantially greater project costs (approximately $910 million more based on an average cost of $130 million per mile). In addition, realigning the westernmost segment of these alternatives to the south would result in the MCP project not effectively serving the transportation needs of the Corona area, which is part of the defined project purpose. Therefore, realigning these three MCP Build Alternatives south around the ESLMSHCP area does not appear to be prudent because it would compromise the project to such a degree that it would be unreasonable to proceed in light of the stated purpose and need for the MCP project. In addition, as discussed above in Section 5.4 for the LM/EM Reserve, a northerly avoidance option also does not appear to be prudent as defined by 23 CFR 774.17.

Alternatives 6 and 7. As shown earlier on Figures 4.3 and 4.4, Alternatives 6 and 7 would avoid the use of land from the ESLMSHCP area. Therefore, these alternatives would be feasible avoidance alternatives to avoid the use of land from the ESLMSHCP area; however, they are not considered prudent because they would result in greater use impacts to another Section 4(f) property, the LM/EM Reserve. The ESLMSHCP area and the LM/EM Reserve share a common boundary and have similar biological resources and values. Although Alternatives 6 and 7 avoid the use of land from the ESLMSHCP area, they result in the greatest use of land from the LM/EM Reserve, at 218.7 ha (540.3 ac) of all the MCP Build Alternatives. In contrast, Alternatives 4 and 5 result in the use of a smaller amount of land from the ESLMSHCP area and the LM/EM Reserve, at a total 177.1 ha (67.5 ac). Similarly, although Alternative 9 results in the use of land from both the ESLMSHCP area and the LM/EM Reserve, the total area used is much less than under Alternatives 6 and 7, at 77.4 ha (190.7 ac). As a result, although Alternatives 6 and 7 avoid the use of land from the ESLMSHCP area, because the biological resources and values at the ESLMSHCP area and the LM/EM Reserves are similar, the avoidance of use impacts at the ESLMSHCP area under Alternatives 6 and 7 still results in a greater use impact on Section 4(f) properties than under the other MCP Build Alternatives. Therefore, although Alternatives 6 and 7 do not result in the use of land from the ESLMSHCP, they would not be prudent alternatives based on the total use effects of Alternatives 6 and 7 compared to the other MCP Build Alternatives.

5.5.3 Summary

Based on the analysis undertaken for this Draft Section 4(f) Evaluation, Alternatives 6 and 7 appear to be feasible alternatives to avoid the use of land from the ESLMSHCP area that would occur under Alternatives 4, 5, and 9; however, they do not appear to be prudent because they would result in greater use impacts to another Section 4(f) property, the LM/EM Reserve. Alternatives 1A and 1B would avoid the use of land from the ESLMSHCP area. However, based on the analysis undertaken for this Draft Section 4(f) Evaluation as described above, Alternatives 1A and 1B would not be prudent alternatives to avoid the use of land from the ESLMSHCP as defined by 23 CFR 774.17.

5.6 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM PARAGON PARK

5.6.1 Summary of the Use of Land from Paragon Park

- Alternative 4, Alternative 4 with Design Variations, Alternative 5, Alternative 5 with Design Variations, Alternative 6, Alternative 6 with Design Variations, Alternative 7, and Alternative 7 with Design Variations: No use
- Alternative 9: 3.62 ha (8.95 ac)
- Alternative 9 with the Elevated Grade Design Variation: 3.73 ha (9.21 ac)
- Alternative 9 with Rider Street Design Variation: No use

5.6.2 Avoidance Alternatives and Feasible and Prudent Evaluations at Paragon Park

Alternative 1A, No Project/No Action Alternative. This alternative would avoid the use of land from Paragon Park. However, this alternative would not meet the defined project purpose as described earlier in the discussion of the avoidance alternatives for El Cerrito Sports Park. Therefore, Alternative 1A would not be a feasible and prudent alternative to avoid the use of land from Paragon Park as defined by 23 CFR 774.17.

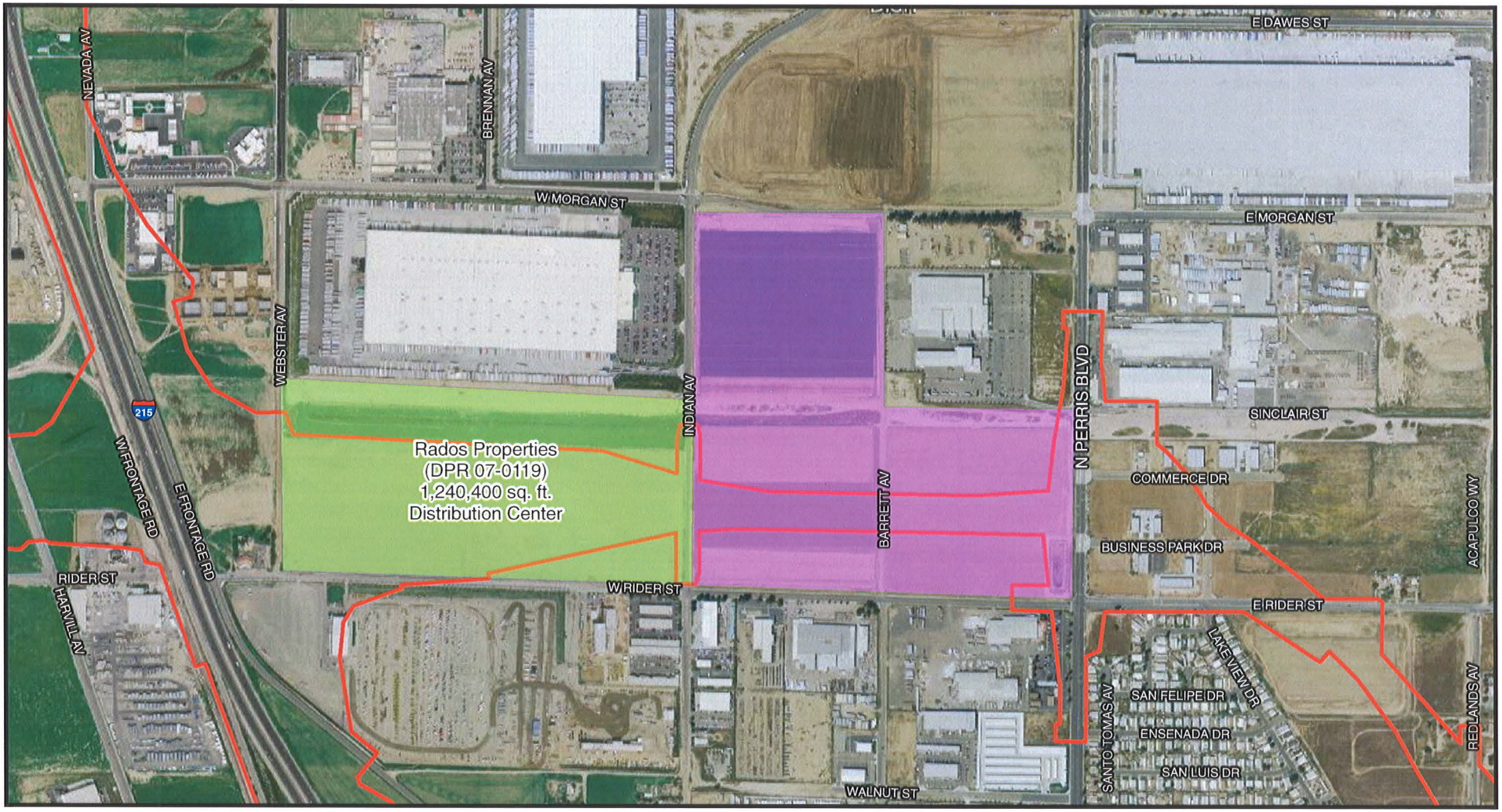
Alternative 1B, No Project/No Action Alternative. This alternative would avoid the use of land from Paragon Park. However, this alternative would not meet the defined project purpose as described earlier in the discussion of the avoidance alternatives for El Cerrito Sports Park. Therefore, Alternative 1B would not be a feasible and prudent alternative to avoid the use of land from Paragon Park as defined by 23 CFR 774.17.

Alternatives 4, 5, 6, 7, and 9 (with the Rider Street Design Variation). Alternatives 4 and 6 would be feasible and prudent avoidance alternatives to avoid the use of Paragon Park that would occur under Alternative 9 and Alternative 9 with the Elevated Grade Design Variation. Alternatives 5 and 7 as well as Alternative 9 with the Rider Street Design Variation would be feasible, but may not be prudent avoidance alternatives as defined by 23 CFR 774.17 as they would result in additional ROW costs of approximately $300 million, a 7.8 percent increase for Alternative 9, the least costly of the five MCP Build Alternatives. This would be due to the cost of acquiring and relocating several large intermodal warehouse facilities that are scheduled to be approved by the City of Perris and will be constructed in 2010, prior to construction of the MCP. The estimated relocation costs include building costs, relocation, loss of goodwill, and impact fees paid to the Val Verde Unified School District. The costs for acquisition of these warehouse facilities are discussed in Section 2.4.8.3 of the MCP Draft EIR/EIS. At the time of the ROW cost estimate, which is based on the *Draft Relocation Impact Report* (Epic, June 2007), the entitlement process for these facilities had been initiated, but details were unknown.

These projects are shown in Figure 5.3. The two projects are referred to as the Ridge Properties and Rados Properties. The first phase of the Ridge project (1.2 million square feet) located on a parcel just north of Rider is currently under construction and has been leased. The second phase of the Ridge project (1.2 million square feet), which is located within the footprint of the Rider Street alignment, is undergoing CEQA review with completion of construction scheduled for 2010. The Rados property received approval of its water allotments from the Eastern Municipal Water District in June 2008 and is undergoing CEQA review with completion of construction scheduled for 2010.

In addition to the high relocation costs, these facilities would employ approximately 800 people, thereby providing an important source of employment in the area. If the sites for the warehouse facilities would be acquired for the MCP project, it is probable that those uses and the approximately 800 jobs they would provide would not be replaced within the City of Perris. This is because: (1) there are a limited number of assembled parcels or opportunities for assembled parcels in this area that are large enough to accommodate the proposed warehouse facility buildings; (2) the warehouse developers have already purchased and assembled these parcels with the intent of developing them into big box structures for major warehouse distribution centers; (3) it is unlikely that with the current downtrend in the economy the developers would commit to other sites, particularly with the

This page intentionally left blank



Legend

Rider Street Design Variation Right-of-Way

Figure 5.3

SOURCES: GlobeXplorer (2/08); Jacobs Engineering (7/2007); TBM (2007)

0 250 500 1,000 Feet

0 75 150 300 Meters

Paragon Park Avoidance Alternative - Rider Street Design Variation

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\paragon_park_avoidance-rider_design.mxd (9/16/2008)

This page intentionally left blank

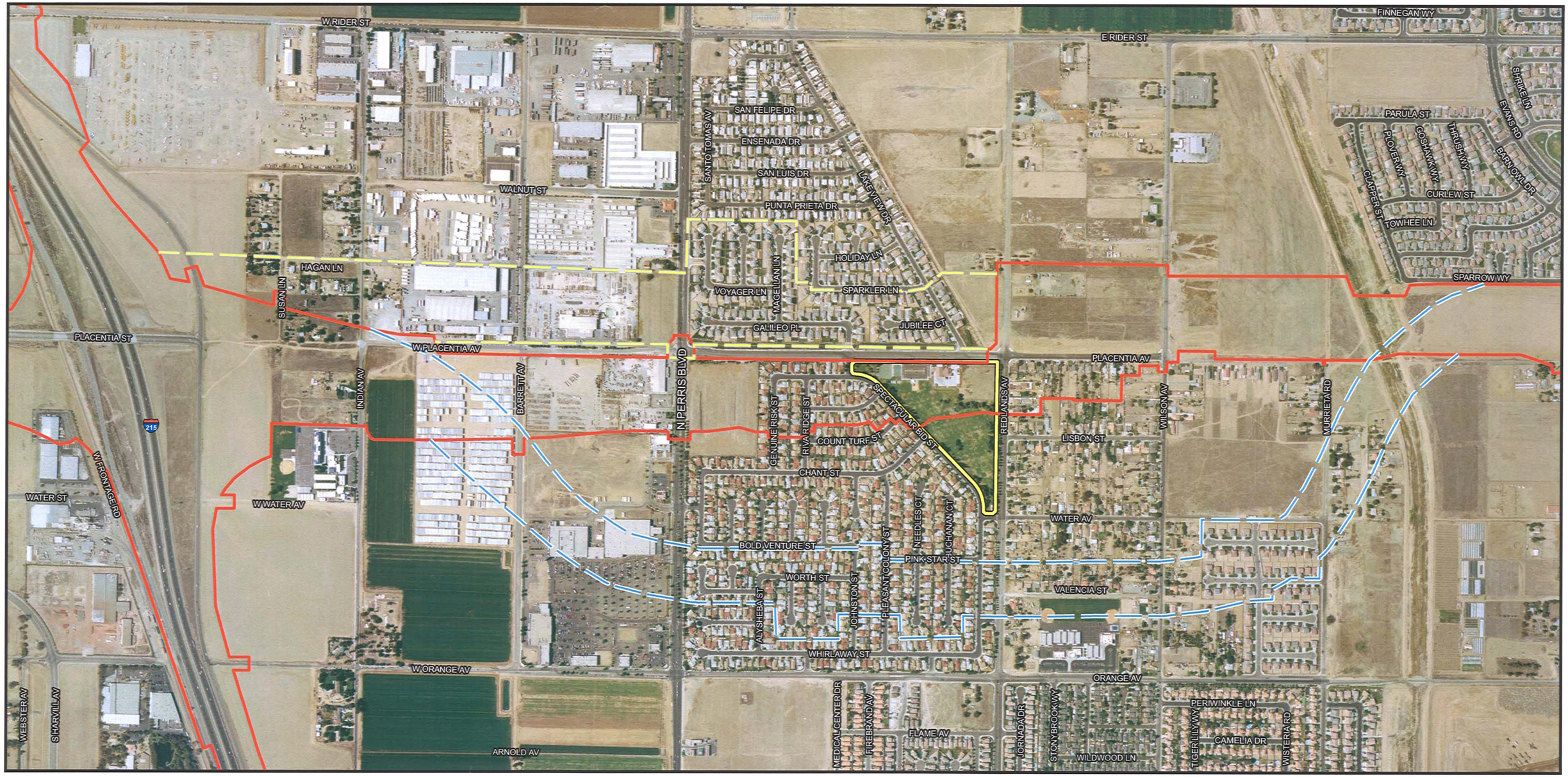
required lead time and additional cost required to acquire environmental clearances and necessary permits for the development projects on other sites, which could delay the implementation of those projects one or more years; and (4) the delays and additional costs associated with acquiring other assembled parcels large enough to accommodate these warehouse projects and to acquire the necessary project approvals could potentially affect or modify the commitments to these projects by potential buyers/users.

With regard to the ability to relocate these warehouse facilities to other locations, while there are similarly zoned parcels in the North Perris Industrial Park area of the City of Perris, there are no unentitled parcels or group of parcels that could be assembled that would be of sufficient size to accommodate these large warehouse facilities. There may be parcels available in the March Air Reserve Base "Inland Port" area or in the City of Moreno Valley to the north, but the status of availability is unknown. Any location outside the City of Perris would likely be of concern to the City because of the potential loss of revenue. In addition, for the Ridge Properties project, the developers have been proceeding with their development plans with the assumption that they will be able to build both phases of their project in the same location. Generally the users of these distribution warehouses pick certain areas based upon their logistical needs. Typically the large warehouse distribution centers tend to cluster together, as is the case in this area, for various reasons that include truck-friendly roads and convenient truck-destination areas that allow contract truckers to assemble loads from various warehouses to reduce the transportation costs. Most of these facilities have chosen this area based upon its proximity to the I-215 corridor in combination with the March Joint Powers Authority air facility. None of the distribution facilities in this immediate area are currently using rail spurs, so all of the traffic is via truck transfer. Examples of major existing distribution warehouse facilities within blocks of these sites are: Ross, Lowe's and Whirlpool. The Ridge and Rados Properties are the last two major assembled parcels of land south of Ramona Expressway within close proximity to I-215.

Realignments of Alternative 9 and Alternative 9 with the Elevated Grade Design Variation to the North or South. Realigning Alternative 9 and Alternative 9 with the Elevated Grade Design Variation to the north or south to avoid Paragon Park would result in a longer corridor and greater ROW acquisition in developed residential and industrial areas and areas already permitted for residential and industrial uses. Specifically, as shown in Figure 5.4, realigning Alternative 9 and Alternative 9 with the Elevated Grade Design Variation immediately north of Paragon Park would displace approximately 120 more residences between Perris Boulevard and Redlands Avenue compared to the currently proposed alignment, which abuts the south side of Placentia Avenue. This northerly avoidance option would also displace two large employment-generating (manufacturing) uses on the north side of Placentia Avenue between Indian Street and Perris Boulevard. As further shown in Figure 5.4, realigning Alternative 9 and Alternative 9 with the Elevated Grade Design Variation immediately south of Paragon Park would displace approximately 200 more residences between Perris Boulevard and Redlands Avenue compared to the currently proposed alignment. In addition, a southerly realignment would displace Val Verde Elementary School located at the intersection of Indian Street and Water Street. Displacement and relocation of the school would not only result in severe community disruption, it would likely be a use of a Section 4(f) property because the school has athletic fields that are available for public use, which would be protected under Section 4(f).[1] These realignment alternatives are feasible from an engineering standpoint, but would result in

[1] FHWA Section 4(f) Policy Paper, March 2005, Question 10.

This page intentionally left blank



Legend

- Alternative 9 Right-of-Way
- Paragon Park
- Paragon Avoidance Options (for Illustration Purposes Only)
  - North Option
  - South Option

Figure 5.4

SOURCE: TBM (2006); AirPhotoUSA (4/07); Jacobs Engineering (2/2007); LSA (2008)

0 400 800 1,600 Feet

0 130 260 520 Meters

Paragon Park Avoidance Alternatives - Realignments of Alternative 9 and Alternative 9 with Elevated Grade Design Variation to the North and South

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\4F\20080414_4F_Final\paragon_park_avoidance-north_south_realignment.mxd (8/12/08)

This page intentionally left blank

extraordinary community impacts and disruption in developed areas as well as severe economic impacts resulting from the displacement of major employment land uses. Therefore, realigning Alternative 9 or Alternative 9 with the Elevated Grade Design Variation to avoid the use of land from Paragon Park does not appear to be prudent as defined by 23 CFR 774.17.

5.6.3 Summary

Based on the analysis undertaken for this Draft Section 4(f) Evaluation, Alternatives 4, 5, 6, 7, and 9 with the Rider Street Design Variation would avoid the use of land from Paragon Park that would occur under Alternative 9 and Alternative 9 with the Elevated Grade Design Variation. In addition, realignments of Alternative 9 and Alternative 9 with the Elevated Grade Design Variation to the north or south, identified as possible avoidance alternatives, would also avoid the use of land from Paragon Park. However, based on the analysis undertaken for this Draft Section 4(f) Evaluation, although these alternatives appear to be feasible, they do not appear to be prudent as defined by 23 CFR 774.17.

Alternatives 1A and 1B would avoid the use of land from Paragon Park. However, based on the analysis undertaken for this Draft Section 4(f) Evaluation as described above, Alternatives 1A and 1B would not be prudent alternatives to avoid the use of land from Paragon Park as defined by 23 CFR 774.17.

5.7 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM P-33-4759/H (CA-RIV-4759/H) CAJALCO TIN MINE DISTRICT

5.7.1 Summary of the Use of Land from P-33-4759/H (CA-RIV-4759/H) Cajalco Tin Mine District

- Alternatives 4, 5, and 9: No use
- Alternatives 6 and 7: 25.2 ha (62.3 ac)

5.7.2 Avoidance Alternatives and Feasible and Prudent Evaluations at P-33-4759/H (CA-RIV-4759/H) Cajalco Tin Mine District

Alternative 1A, No Project/No Action Alternative. This alternative would avoid the use of land from the Cajalco Tin Mine District. However, this alternative would not meet the defined project purpose as described earlier in the discussion of the avoidance alternatives for El Cerrito Sports Park. Therefore, Alternative 1A would not be a feasible and prudent alternative to avoid the use of land from this historic site as defined by 23 CFR 774.17.

Alternative 1B, No Project/No Action Alternative. This alternative would not avoid the use of land from the Cajalco Tin Mine District because the General Plan road alignment in this alternative would impact the resource. In addition, this alternative would not meet the defined project purpose as described earlier in the discussion of the avoidance alternatives for El Cerrito Sports Park. Therefore,

Alternative 1B would not be a feasible and prudent alternative to avoid the use of land from this historic site as defined by 23 CFR 774.17.

Alternatives 4, 5, and 9. These alternatives would avoid the use of land from the Cajalco Tin Mine District. Therefore, these alternatives would be feasible and prudent avoidance alternatives as defined by 23 CFR 774.17 to avoid the use of land from the District that would occur under Alternatives 6 and 7.

Alternatives 6 and 7 Realignment to the East or West. The Cajalco Tin Mine District is located within the Lake Mathews North-General Plan (LMN-GP) segment of the MCP project. It would be feasible from an engineering and construction perspective to shift this alignment to the east or west to avoid the District. Because this area is undeveloped, it is unlikely there are any extraordinary operational/safety problems or unacceptable and severe adverse social, economic, or other environmental impacts that would result from such a realignment. This realignment of Alternatives 6 and 7 is considered both feasible and prudent as defined by 23 CFR 774.17.

5.7.3 Summary

Alternatives 4, 5, and 9 would avoid the use of land from the Cajalco Tin Mine District that would occur under Alternatives 6 and 7, and, based on the analysis undertaken for this Draft Section 4(f) Evaluation, these alternatives appear to be prudent and feasible alternatives as defined by 23 CFR 774.17.

Alternative 1A would avoid the use of land from the Cajalco Tin Mine District. However, based on the analysis undertaken for this Draft Section 4(f) Evaluation as described above, Alternative 1A would not be a prudent alternative to avoid the use of land from the Cajalco Tin Mine District as defined by 23 CFR 774.17.

5.8 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM P-33-13791 (CA-RIV-7843) CAJALCO CREEK SITE

5.8.1 Summary of the Use of Land from P-33-13791 (CA-RIV-7843) Cajalco Creek Site

- Alternatives 4, 5, 6, and 7: 8.5 ha (20.5 ac)
- Alternative 9: No use

5.8.2 Avoidance Alternatives and Feasible and Prudent Evaluations at P-33-13791 (CA-RIV-7843) Cajalco Creek Site

Alternative 1A, No Project/No Action Alternative. This alternative would avoid the use of land from the Cajalco Creek Site. However, this alternative would not meet the defined project purpose as described earlier in the discussion of the avoidance alternatives for El Cerrito Sports Park. Therefore,

Alternative 1A would not be a feasible and prudent alternative to avoid the use of land from this historic site as defined by 23 CFR 774.17.

Alternative 1B, No Project/No Action Alternative. This alternative may not avoid the use of land from the Cajalco Creek Site because the General Plan Circulation Element calls for widening existing Cajalco Road in the vicinity of this site. In addition, this alternative would not meet the defined project purpose as described earlier in the discussion of the avoidance alternatives for El Cerrito Sports Park. Therefore, Alternative 1B would not be a feasible and prudent alternative to avoid the use of land from this historic site as defined by 23 CFR 774.17.

Alternative 9. This alternative would avoid the use of land from the Cajalco Creek Site, and would therefore, be a feasible and prudent avoidance alternative to avoid the use of land from this historic site.

Alternatives 4, 5, 6, and 7 Realignment to the North or South. It would be feasible from an engineering and construction perspective to shift the alignment of Alternatives 4, 5, 6, or 7 to the north or south to avoid the Cajalco Creek Site. The Cajalco Creek Site is a large site that extends approximately 0.8 km (0.5 mi) north and 1.6 km (1.0 mi) south of existing Cajalco Road. A feasible and prudent southerly avoidance option would be to use the Alternative 9 alignment, which is located approximately 0.8 km (0.5 mi) south of the Cajalco Creek Site. The northerly avoidance alternative would involve rerouting the alignment of Alternatives 4 through 7 beginning at approximately Gustin Road, where the alignment would veer on a diagonal alignment northeasterly to a point approximately 0.8 km (0.5 mi) north of Cajalco Road, continuing due east to provide service interchange connections at Wood Road and Alexander Street, then veering on a diagonal alignment southeasterly to connect back to the currently proposed alignment just west of Clark Road. While shifting the alignment north of the Cajalco Creek Site as described above is feasible and could be built as a matter of sound engineering judgment, such a shift would result in severe community impacts to the Mead Valley neighborhoods north of Cajalco Road. Community impacts include displacement of over 100 additional residences and loss of community cohesion resulting from a major transportation facility cutting diagonally through established neighborhoods (as compared to Alternatives 4 through 7, which follow existing Cajalco Road—the southerly boundary for many neighborhoods in this area). As documented in the *Mid County Parkway Community Impact Assessment* (LSA, 2008), Mead Valley is considered to have a high degree of community cohesion as evidenced by long tenure of its residents. Another consideration is that, based upon the demographic data provided in the *Community Impact Assessment*, these impacts would largely be borne by low-income and minority populations (Mead Valley has the highest percentage of low-income and minority populations in the MCP study area). These severe impacts of the northerly avoidance alternative are considered to be of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. Therefore, realigning these MCP Build Alternatives to the north or south would not be a prudent alternative to avoid the use of land from this property by these alternatives as defined by 23 CFR 774.17.

5.8.3 Summary

Alternative 9 would avoid the use of land from the Cajalco Creek Site that would occur under Alternatives 4, 5, 6, and 7, and, based on the analysis undertaken for this Draft Section 4(f) Evaluation, this alternative appears to be a prudent and feasible alternative as defined by 23 CFR 771.17.

Alternative 1A would avoid the use of land from the Cajalco Creek Site. However, based on the analysis undertaken for this Draft Section 4(f) Evaluation as described above, Alternative 1A would not be a prudent alternative to avoid the use of land from the Cajalco Creek Site as defined by 23 CFR 774.17.

5.9 AVOIDANCE ALTERNATIVES FOR THE USE OF LAND FROM P-33-16598 (CA-RIV-8712) MULTI-USE PREHISTORIC SITE

5.9.1 Summary of the Use of Land from P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site

- Alternatives 4, 5, 6, 7, and 9: 4.1 ha (10.0 ac).

5.9.2 Avoidance Alternatives and Feasible and Prudent Evaluations at P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site

Alternative 1A, No Project/No Action Alternative. This alternative would avoid the use of land from this historic site. However, this alternative would not meet the defined project purpose as described earlier in the discussion of the avoidance alternatives for El Cerrito Sports Park. Therefore, Alternative 1A would not be a feasible and prudent alternative to avoid the use of land from this historic site as defined by 23 CFR 774.17.

Alternative 1B, No Project/No Action Alternative. This alternative may not avoid the use of land from this historic site because the General Plan Circulation Element calls for widening existing Ramona Expressway in the vicinity of this site. In addition, this alternative would not meet the defined project purpose as described earlier in the discussion of the avoidance alternatives for El Cerrito Sports Park. Therefore, Alternative 1B would not be a feasible and prudent alternative to avoid the use of land from this historic site as defined by 23 CFR 774.17.

Alternatives 4, 5, 6, 7, and 9 Realignment to the North or South. It would be feasible from an engineering and construction perspective to shift this alignment to the north or south to avoid this historic site. Because the MCP Build Alternatives use the alignment of an existing road (Ramona Expressway) in the vicinity of this site, shifting the alignment to the north could result in greater community impacts, displacing existing and planned residential and agricultural uses. At a minimum, shifting the alignment north to completely avoid this Section 4(f) property would require the acquisition of two large dairy operations, resulting in extraordinary additional costs (estimated to be $53.5 million). Shifting the alignment slightly to the south would result in greater impacts to this site, because the more important components of the site are south of the Ramona Expressway (i.e., it

would shift the MCP project closer to the rock art features of this site). Full avoidance of this site would require shifting the alignment at least 0.8 km (0.5 mi) to the south. This shift would require routing the MCP through the Lakeview Mountains. This routing does not appear to be prudent for several reasons, including: (1) it would not serve the planned residential and employment growth in the San Jacinto Valley area (i.e., there are no connecting roadways in this area that would enable the public to access the MCP); (2) it would require construction in steep terrain for a distance of 2.4 km (1.5 mi), thus increasing construction costs by an additional $63 million (per the cost estimates in the *Draft Project Report* [Jacobs, 2008], the cost of construction in flat terrain is estimated at $55 million per mile compared to $97 million per mile in steep terrain based on the construction cost estimates for the MCP Build Alternatives); and (3) because of the large number of rock outcrops in this area similar to those at the P-33-16598 (CA-RIV-8712) and the location of a similar long-term, multi-use prehistoric site (one locus with petroglyphs at CA-RIV-403 and one locus with human remains at CA-RIV-575) 4.8 km (3.0 mi) to the southeast, there is a high likelihood that other important prehistoric sites may be present in this area. Therefore, realigning these MCP Build Alternatives to the north or south would not be prudent alternatives to avoid the use impacts of these alternatives on this historic site as defined by 23 CFR 774.17.

5.9.3 Summary

Alternative 1A would avoid the use of land from this historic site. However, based on the analysis undertake for this Draft Section 4(f) Evaluation as described above, Alternative 1A would not be a prudent alternative to avoid the use of land from this historic site as defined by 23 CFR 774.17.

In summary, based on the analysis undertaken for this Draft Section 4(f) Evaluation, there do not appear to be feasible and prudent alternatives to avoid the use of land from the P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric Site that would occur under Alternatives 4, 5, 6, 7, and 9.

This page intentionally left blank

6.0 MEASURES TO MINIMIZE HARM

The alternatives development process for the Mid County Parkway (MCP) project considered a wide range of engineering, feasibility, and environmental constraints, including Section 4(f) properties, in the study area, as discussed below.

In addition to the minimization and avoidance measures described below, potential opportunities to avoid, minimize, and/or further reduce harm at subsequent stages in the project development process are not precluded, including the adjustment of the location of the proposed right-of-way (ROW) and anticipated project disturbance limits to further minimize impacts to Section 4(f) properties.

6.1 EXISTING AND PLANNED HABITAT RESERVES

As described in detail in Section 2.0, Alternatives, in the Environmental Impact Report/ Environmental Impact Statement (EIR/EIS), a substantial level of effort focused on the need to avoid or minimize impacts to a number of existing and planned habitat reserve areas in the study area. These include the Lake Mathews/Estelle Mountain (LM/EM) Reserve; the Stephen's kangaroo rat (SKR) Habitat Conservation Plan (HCP) Reserve, which includes lands adjacent to Lake Mathews and Lake Perris; the El Sobrante Landfill Multiple Species Habitat Conservation Plan (ESLMSHCP); and criteria areas identified for conservation in the western Riverside County Multi-Species Habitat Conservation Plan (MSHCP). The LM/EM and SKR HCP Reserves and the ESLMSHCP are existing reserves. The MSHCP is an approved, largely future reserve that will be created through the conservation of specific lands to be acquired over a period of time.

The alternatives development and refinement processes considered the constraints presented by each of these reserves relative to the successful implementation of an MCP Build Alternative. For the existing LM/EM and SKR HCP Reserves and the ESLMSHCP, an amendment to the respective HCPs for those reserves would be required to allow for new or expanded roads within the reserves. The lead agencies for the MCP project (Riverside County Transportation Commission [RCTC], California Department of Transportation (Caltrans), and the Federal Highway Administration [FHWA]) do not have the ability to amend the existing HCPs, and these reserves present a potential constraint to the implementation of an MCP Build Alternative. For example, an amendment to the LM/EM Reserve to permit construction of the MCP project through those reserve lands would need to be initiated by the Metropolitan Water District of Southern California (Metropolitan) because it is the permittee for that reserve. The timing and successful approval of such an amendment would be outside the jurisdiction and control of the RCTC, the FHWA, and Caltrans, as they are not signatories to the permit. Similarly, an amendment to the SKR Reserve would require action on the part of the Riverside County Habitat Conservation Agency (RCHCA).

The MSHCP is also a constraint to locating a major transportation facility such as the MCP project because a consistency finding is required, and an amendment to the MSHCP may be needed to adopt an MCP Build Alternative. However, the MSHCP identifies approximately 129,500 hectares (ha) (approximately 320,000 acres [ac]) of potential reserve area (Criteria Area) in the form of criteria

cells, of which 61,900 ha (approximately 153,000 ac) are to be acquired for conservation purposes. The MCP Build Alternatives were sited to minimize impacts to the defined MSHCP Criteria Areas to the greatest extent feasible. There are a variety of ways to implement the MSHCP, and most of the acquisition of specific MSHCP lands (through dedications from developers and purchases from willing sellers) will be undertaken in the future. The MSHCP criteria cells were considered a constraint in alternatives development and refinement processes, but to a lesser degree than the areas within the three existing reserves.

Impacts to the ESLMSHCP conservation areas have been reduced through design refinements during the alternatives development process. The original alignments developed for MCP Build Alternatives 4, 5, and 9 traversed both the western and eastern ESLMSHCP conservation areas, using a total of 27.7 ha (68.5 ac), or 9.2 percent of this 301 ha (745 ac) Section 4(f) property. Following a consultation meeting between the ESLMSHCP permittee (USA Waste) and the RCTC in June 2007, the RCTC was able to refine the alignment of MCP Build Alternatives 4, 5, and 9 to avoid the western ESLMSHCP conservation area, reducing the total use to approximately 9 ha (22 ac), or 3 percent of this Section 4(f) property.

All of the MCP Build Alternatives include several project design features (PDFs) intended to avoid or minimize potential environmental impacts on wildlife. These PDFs include bridges to cross habitat and habitat linkage areas located within existing habitat reserves, bridges or structures for wildlife over- and undercrossings, and culverts that have been designed for combined use as wildlife and drainage. Details and locations of these three types of PDFs are described in Section 2.5.16 of the EIR/EIS and are shown on the maps and tables in Appendix I and Attachments B and E of the EIR/EIS.

Mitigation for impacts of the MCP Build Alternatives to existing and planned habitat reserves will be achieved through compliance with provisions of the affected HCPs; these measures are described in Section 3.17.5 of the EIR/EIS. Specific measures that will minimize harm to these reserves include adhering to the guidelines in the Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4, Section 7.5.3, and Appendix C to reduce edge effects such as drainage, light intrusion, toxics, noise, and invasive species.

6.2 EL CERRITO SPORTS PARK

As discussed in Section 5.3, the Temescal Wash Area Design Variation fully avoids the El Cerrito Sports Park. If this avoidance design variation is not selected, then the collector-distributor (CD) road design option for the MCP/Interstate 15 (I-15) interchange would be designed to use a retaining wall in lieu of a slope to minimize the use of this Section 4(f) property.

6.3 PARAGON PARK

As described earlier in Section 4.1.7, Use Impacts of Section 4(f) Properties under Alternative 9 Far South/Placentia Avenue, Alternative 9 was designed to include replacement of the land used from Paragon Park. The replacement park areas were shown earlier on Figures 4.6 and 4.7, and illustrate how the amount of public parkland in the area is increased as a result of the MCP project. Other

measures to minimize harm include depressing the MCP alignment below grade to reduce the visual impact of the MCP project on park users.

RCTC will work closely with the City of Perris in designing the replacement park areas to include, modify, and/or expand the existing uses in this park to best meet the park and recreation needs of the community. It is possible that the City may elect to provide different recreation uses than the existing uses in order to best meet the needs of the community.

6.4 HISTORIC SITES

Measures to minimize harm to the three historic sites used by the MCP Build Alternatives include the use of retaining walls to reduce the total amount of area of each site used by the MCP Build Alternatives in areas that would otherwise be impacted by cut or fill slopes. Harm to the portions of the historic sites not used by the MCP Build Alternatives would also be minimized during construction by designating these sites as Environmentally Sensitive Areas (ESAs) that would be fenced off during construction. Qualified cultural resource and Tribal monitors would be used during construction to ensure that no encroachment into the ESAs occurs. A Memorandum of Agreement and Historic Property Treatment Plan will be developed for any historic sites affected by the selected MCP Build Alternative that will specify other measures to minimize harm.

The Draft EIR/EIS includes avoidance, minimization, and mitigation measures to address short- and long-term impacts of the project, including impacts to land uses that include Section 4(f) properties such as parks, reserves, and historic sites. Those measures are listed in detail in the Executive Summary and in the topical sections of the Draft EIR/EIS. Those measures would apply to the Section 4(f) properties as well as other land uses in the area.

This page intentionally left blank

7.0 CONSULTATION AND COORDINATION

The Riverside County Transportation Commission (RCTC) has engaged in regular consultation with the agencies with jurisdiction over the following Section 4(f) properties that would be used as a result of one or more of the Mid County Parkway (MCP) Build Alternatives:

- El Cerrito Sports Park
- Lake Mathews/Estelle Mountain (LM/EM) Reserve
- El Sobrante Landfill Multiple Species Habitat Conservation Plan (ESLMSHCP) area
- Paragon Park

The results of agency consultations as of June 30, 2008, are summarized below. In addition, as discussed in Chapter 5 of the Draft EIR/EIS, FHWA, Caltrans, and RCTC have engaged in ongoing Native American consultation with multiple Tribal Governments to discuss avoidance and minimization to historic sites, including the P-33-13791 (CA-RIV-7843) Cajalco Creek site and P-33-16598 (CA-RIV-8712) Multi-Use Prehistoric site.

As part of the public review of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the MCP project, this Draft Section 4(f) Evaluation has been provided to each of these agencies for review and concurrence on the significance of the Section 4(f) property and to confirm that all feasible and prudent measures to avoid or minimize harm to the resource have been considered. The results of the additional consultation, as part of the agencies' review of the Draft EIR/EIS, will be incorporated into the Final Section 4(f) Evaluation, which will be included in the Final EIR/EIS.

7.1 CONSULTATION WITH RIVERSIDE COUNTY REGARDING THE PLANNED EL CERRITO SPORTS PARK

In September 2007, the Riverside County Board of Supervisors (County) approved the construction of the El Cerrito Sports Park. Construction is anticipated in 2008, with the park opening in spring 2009. Since the approval of this park by the County, RCTC and its consultants have coordinated with the County to assess how the MCP Build Alternatives could be designed to avoid or minimize impacts to this new park. Through the application of retaining walls in the MCP project design, it has been determined that use of the El Cerrito Sports Park can be fully avoided with the Temescal Wash Area design variation (this design variation would apply to any of the MCP Build Alternatives).

7.2 CONSULTATION WITH THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA REGARDING THE LAKE MATHEWS/ ESTELLE MOUNTAIN RESERVE

RCTC has met on a quarterly basis with the Metropolitan Water District of Southern California (Metropolitan) since the initiation of the MCP project studies in 2004. These meetings have provided a forum to exchange technical information and to discuss the MCP Build Alternatives and how they may affect Metropolitan facilities and land holdings, including those parts of the LM/EM Reserve under Metropolitan ownership. These lands are reserve lands set aside under the Lake Mathews Multiple Species Habitat Conservation Plan (MSHCP), under which Metropolitan is the sole permittee. Through these meetings and in formal correspondence (refer to letters dated December 15, 2004, and April 18, 2007, in Appendix B), Metropolitan has expressed concerns regarding any encroachment into (Section 4(f) use of) the parts of the LM/EM Reserve under Metropolitan ownership with regard to how such encroachment would affect its federal Endangered Species Act take authorization under the Lake Mathews MSHCP.

7.3 CONSULTATION WITH USA WASTE REGARDING THE EL SOBRANTE LANDFILL MULTIPLE SPECIES HABITAT CONSERVATION PLAN AREA

On June 26, 2007, RCTC met with representatives of USA Waste (the property owner and permittee for the ESLMSHCP), the United States Fish and Wildlife Service (USFWS), and the California Department of Fish and Game (CDFG) to review the MCP Build Alternatives and their effects on the ESLMSHCP lands. During this meeting, concerns were raised regarding the MCP alignment for Alternatives 4, 5, and 9 in this area, specifically: (1) the alignment traverses ESLMSHCP lands that are under existing conservation easements in two separate areas (west and east), and (2) the alignment through the westerly reserve area would directly impact a restoration area for a sensitive plant species (many-stemmed dudleya). RCTC agreed to consider refinements to avoid these reserve lands as much as possible. As a result of this effort, although a full avoidance design that met design standards was not possible, a revised alignment was developed that fully avoids the ESLMSHCP westerly reserve area, reducing the total acres impacted within the ESLMSHCP reserve area from 27.7 hectares (ha) (68.5 acres [ac]) to 8.8 ha (21.8 ac).

At a subsequent meeting on January 29, 2008, RCTC again met with USA Waste, Riverside County Waste Management, CDFG, and USFWS to discuss the process to amend the ESLMSHCP and potential replacement lands for impacts to lands within the ESLMSHCP reserve area. At this meeting, the agencies decided that the area impacted within the ESLMSHCP reserve area by the MCP Build Alternatives needs to be surveyed so that replacement of what currently exists on site is what is mitigated, not what was assumed in the ESLMSHCP. USA Waste indicated that shading impacts from the bridge would have to be addressed; therefore, it was decided to count the area from the southern edge of the bridge all the way north to the northern HCP border in the area of impact.

It was further agreed that the MCP Draft EIR/EIS could indicate that a major amendment to the El Sobrante HCP was contemplated (as long as USA Waste and County Waste Management concurred) and that subsequent CEQA and NEPA documentation would be prepared addressing this amendment by the CDFG and USFWS, respectively. County Waste Management indicated they were currently revising the El Sobrante Landfill's mitigation and monitoring plan and that any changes to the HCP would need to be contemplated in their revisions to their document. USA Waste submitted a letter

(provided in Appendix B) to RCTC on May 6, 2008, extending an offer of cooperation that outlined the issues to be addressed in order for USA Waste to initiate an amendment to the ESLMSHCP.

CDFG staff expressed concern over the conservation easements on the property and that removing them would be a "high legal bar," but indicated that it could be possible to transfer or place conservation easements on the proposed mitigation parcels instead of on the impacted area.

The agencies agreed to meet again once survey data was available for the area impacted within the ESLMSHCP Reserve area.

7.4 CONSULTATION WITH THE CITY OF PERRIS REGARDING PARAGON PARK

As part of the regular Project Development Team meetings, RCTC has met on a monthly basis with City of Perris representatives since the initiation of the MCP project studies in 2004. These meetings have provided a forum to exchange technical information and to discuss the MCP Build Alternatives and how they may affect lands within the city, including parks such as Paragon Park. Provision of replacement park lands as part of Alternative 9 (shown previously in Figures 4.6 and 4.7) has been developed in close coordination with City staff. Specifically, the proposed new park area was reviewed with Ms. Diane Sbardellati of the City of Perris Planning Department on January 11, 2008, after the adjournment of the monthly Project Development Team meeting. Ms. Sbardellati raised no concerns nor rendered any opinions during the meeting. She indicated that the City would formally review and comment on this proposal during their review of the Draft EIR/EIS.

7.5 CONSULTATION WITH THE UNITED STATES BUREAU OF LAND MANAGEMENT REGARDING THE LAKE MATHEWS/ESTELLE MOUNTAIN RESERVE

RCTC has coordinated with United States Bureau of Land Management (BLM) by letter during both the scoping phase in late 2004 and more recently in 2007. BLM's letter dated October 12, 2007 (provided in Appendix B), expressed concern regarding the MCP Build Alternatives that encroach on 14 parcels of land owned by the Riverside County Habitat Conservation Agency (RCHCA) or the Regional Conservation Authority (RCA) that BLM manages as part of the Stephen's kangaroo rat (SKR) Reserve. Following receipt of the October 12, 2007, letter from the BLM, RCTC's consultants coordinated with BLM staff and verified that only three parcels of land managed by the BLM would be affected by the MCP Build Alternatives. Further review showed that one of these parcels located at the northeast intersection of Perris Boulevard and Rider Street (affected by MCP Build Alternatives 5 and 7, and Alternative 9 with the Rider Street Design Variation) is fully developed with residential land use and, therefore, would not be subject to BLM management. The other two parcels are within the LM/EM Reserve and the ESLMSHCP conservation areas.

On April 2, 2008, RCTC staff and consultants met with Michael Bennett and Greg Hill of the BLM to discuss and clarify under what conditions any encroachment onto these BLM-managed parcels could occur. Also in attendance at the meeting was Gail Barton from the RCHCA. At this meeting, the agencies resolved and agreed to the following:

1. The BLM South Coast Resource Management Plan adopted in 1994 would not prohibit consideration of the MCP project encroaching within BLM lands.
2. Any potential encroachment of the MCP project into BLM lands shall be clearly acknowledged and disclosed in the Mid County Parkway EIR/EIS.
3. Mitigation for encroachment of the MCP project into the BLM managed parcels within the Stephens' kangaroo rat (SKR) HCP reserve lands shall be provided by RCTC in accordance with the provisions of the SKR HCP (1:1 replacement of any occupied Stephens' kangaroo rat habitat) and subject to approval of the RCHCA, USFWS, and CDFG. BLM staff acknowledged that they would defer to RCHCA on the acceptability of the mitigation lands.
4. RCTC will submit an application to BLM for this right-of-way encroachment (Standard Form 299 – Application for Transportation and Utility Systems and Facilities on Federal Lands) along with the necessary filing fees in accordance with BLM's cost recovery regulations.

BLM submitted a letter to RCTC on May 12, 2008, concurring with the agreements reached at the meeting.

7.6 COORDINATION WITH RIVERSIDE COUNTY HABITAT CONSERVATION AGENCY REGARDING THE LM/EM RESERVE

RCTC has met on a regular basis with RCHCA since the initiation of the MCP project studies in 2004, both through RCHCA's attendance at interagency Small Working Group meetings and focused meetings to exchange technical information and to discuss avoidance, minimization, and mitigation measures required related to LM/EM Reserve lands currently owned by RCHCA. These lands are reserve lands set aside under the SKR Habitat Conservation Plan (HCP), under which RCHCA is the permittee. Through these meetings and in formal correspondence (refer to the letter dated December 20, 2004, and May 5, 2008, in Appendix B), RCHCA has identified the mitigation requirements (1:1 replacement of any SKR-occupied habitat impacted) necessary for the approval of the MCP project.

8.0 REFERENCES AND PREPARERS

8.1 REFERENCES

Air Photo USA, February 2006.

California Department of Transportation, Highway Design Manual, Chapter 1,000 Bikeway Planning and Design, June 26, 2006.

Draft Environmental Impact Statement/Environmental Impact Report, Hemet to Corona/Lake Elsinore Corridor (Riverside County Integrated Project Consultant, April 2002).

Epic Land Solutions, Right-of-Way Data, 2007.

Land and Water Conservation Fund Web site: www.ncrc.nps.gov/lwcf (accessed November 2006).

United States Department of Agriculture Forest Service, Cleveland National Forest Web site: http://www.fs.fed.us/r5/cleveland/ (accessed November 2006).

United States Department of the Interior, National Parks Service National Trails System Map Web site: http://www.nps.gov/hfc/carto/nps-trails.htm# (accessed January 2007).

United States Department of Transportation Act, 49 United States Code 303 (c).

Val Verde Unified School District Web site: http://www.valverde.edu/ (accessed January 2007).

City of Corona

City of Corona General Plan, EIP Associates, March 2004.

City of Corona General Plan Final Environmental Impact Report (EIR), EIP Associates, March 2004.

City of Corona Web site: www.ci.corona.ca.us/.

City of Perris

City of Perris General Plan, 2004/2005.

City of Perris General Plan, 2005 (some sections yet to be approved).

City of Perris General Plan EIR, Hogle-Ireland, Inc., Certified on April 26, 2005.

City of Perris Web site: www.cityofperris.org/.

City of San Jacinto

City of San Jacinto Draft General Plan, January 2006.

City of San Jacinto General Plan Draft EIR, January 2006.

City of San Jacinto Web site: www.ci.san-jacinto.ca.us.

County of Riverside

County of Riverside General Plan, October 2003.

County of Riverside General Plan Final EIR, 2003.

County of Riverside Transportation and Land Management Agency, GIS data, January 2006.

County of Riverside Web site: http://www.countyofriverside.us.

MCP Technical Studies

LSA Associates, Inc., Air Quality Assessment, 2008.

LSA Associates, Inc., Archaeological Survey Report, 2008.

LSA Associates, Inc., Community Impact Assessment, 2008.

LSA Associates, Inc., Extended Phase I Survey Report, 2008.

LSA Associates, Inc., Historic Resources Evaluation Report, 2008.

LSA Associates, Inc., Natural Environment Study, 2008.

LSA Associates, Inc., Preliminary Recommendations of Eligibility and Level of Effect, 2008.

LSA Associates, Inc., Visual Impact Assessment, 2008.

LSA Associates, Inc., Water Quality Assessment, 2008.

VRPA Technologies, Inc., Noise Impact Analysis, 2008.

VRPA Technologies, Inc., Traffic Technical Report, 2008.

Persons Contacted

Riverside County Transportation and Land Management Agency
Jeffrey Letterman, GIS Supervisor Analyst
Mickey Zolezio, Senior GIS Analyst

8.2 PREPARERS

LSA Associates, Inc.

Rob McCann, Principal in Charge/Project Manager
Mona DeLeon, Assistant Project Manager
Christine Huard-Spencer, Section 4(f) Evaluation Task Manager
Lori Keller, Environmental Planner
Oscar Uranga, GIS and Graphics (no longer with LSA)
Meredith Canterbury, GIS and Graphics
Peter Pang, GIS and Graphics (no longer with LSA)

This page intentionally left blank

APPENDIX A

OTHER RESOURCES CONSIDERED

In addition to the Section 4(f) properties described earlier in the Section 4(f) Evaluation, additional resources in the area were evaluated and were determined to be either privately owned or not to be used by the Mid County Parkway (MCP) Build Alternatives. As a result, the resources listed in Table A.1 were determined not to trigger protection under the requirements of Section 4(f).

Table A.1: Resources Determined Not to Trigger Protection under the Requirements of Section 4(f)

Name of Resource	Owner/Operator, Location, and Description of Resource	Why Resource does not Trigger Protection under Section 4(f)
Parks and Other Recreation Resources		
Lake Perris State Recreation Area	Owned by the State of California Department of Parks and Recreation. Located at 17801 Lake Perris Drive, Perris. Resources include group and family camp sites, beaches and swimming (Moreno and Perris Beaches), scuba diving, water skiing, boat launches and boating, marina, fishing, hiking, biking and horse trails, rock climbing, 300 picnic sites with tables and grills, the Ya'i Heki' Regional Indian Museum, wheelchair accessible, guided tours, windsurfing, food services, restrooms, recreational vehicle (RV) dump station, RV hookups, and showers.	This Recreation Area is outside the study area for the Mid County Parkway (MCP) Build Alternatives and there is no use of this Recreation Area. Because there is no use of this Recreation Area, the requirements for protection under Section 4(f) are not triggered.
Basin Park	Owned by the City of Perris. Located at the 3000 block of Evans Avenue at Kestral Gate, Perris. This 3.6-hectare (ha) (9-acre [ac]) Park includes two tot lots, picnic tables, walkway, and a large open turf area.	This Park is outside the study area for the MCP Build Alternatives and there is no use of this Park. Because there is no use of this Park, the requirements for protection under Section 4(f) are not triggered.
Morgan Park	Owned by the City of Perris. Located at Morgan and L Streets, Perris. This Park includes lighted soccer, baseball, and softball fields; a picnic area; two concession buildings; a tot lot; a community center; trails; restrooms; and parking lots.	This Park is outside the study area for the MCP Build Alternatives and there is no use of this Park. Because there is no use of this Park, the requirements for protection under Section 4(f) are not triggered.
Cleveland National Forest (CNF)	Owned by the United States Forest Service (USFS) and private owners. Located in Orange and Riverside Counties. The publicly owned lands in the CNF include camping, hiking, mountain biking, off-highway vehicle (OHV) areas, picnic areas, target shooting, and trails. The privately owned lands in the CNF include commercial, industrial, and residential uses.	The part of the CNF at Interstate 15 (I-15) is privately owned. No parts of the CNF in USFS (public) ownership are in the study area for the MCP Build Alternatives. Land uses in the CNF near I-15 are not recreation uses. There is no use of publicly owned land from the CNF. Because there is no use of the CNF, the requirements for protection under Section 4(f) are not triggered.
Frank Eaton Memorial Park	Owned by the City of Perris. Located at 3600 Bradley Road, Perris. This mini-park includes portable restrooms, off-street parking, four picnic tables, one picnic shelter, barbeques, tot lot and playground, basketball court, a baseball/softball field, and one water fountain.	This Park is outside the study area for the MCP Build Alternatives and there is no use of this Park. Because there is no use of this Park, the requirements for protection under Section 4(f) are not triggered.

Table A.1: Resources Determined Not to Trigger Protection under the Requirements of Section 4(f)

Name of Resource	Owner/Operator, Location, and Description of Resource	Why Resource does not Trigger Protection under Section 4(f)
May Ranch Park	Owned by the City of Perris. Located at 3792 Evans Road, Perris. This approximately 3.2 ha (8 ac) neighborhood park includes portable restrooms, approximately 35 off-street parking spaces, 11 picnic tables, one picnic shelter, four barbeques, a tot lot, two benches, one full basketball court, two softball fields, one practice field/passive space, and one water fountain.	This Park is outside the study area for the MCP Build Alternatives and there is no use of this Park. Because there is no use of this Park, the requirements for protection under Section 4(f) are not triggered.
Spyglass Park	Owned by the City of Corona. Located at 790 Spyglass, Corona. This park includes restrooms.	This Park is outside the study area for the MCP Build Alternatives and there is no use of this Park. Because there is no use of this Park, the requirements for protection under Section 4(f) are not triggered.
Eagle Glen Community Park	Owned by the City of Corona. Located at 4190 Bennett Avenue, Corona. This 5.3 ha (13 ac) park includes lighting and restrooms.	This Park is outside the study area for the MCP Build Alternatives and there is no use of this Park. Because there is no use of this Park, the requirements for protection under Section 4(f) are not triggered.
Copper Creek Park	Owned by the City of Perris. Located at 217 Citrus Avenue, Perris. This park includes a half-court basketball court, passive/practice areas, two tot lots, two barbeques, one drinking fountain, four picnic tables, and one picnic shelter.	This Park is outside the study area for the MCP Build Alternatives and there is no use of this Park. Because there is no use of this Park, the requirements for protection under Section 4(f) are not triggered.
Publicly Owned Schools		
El Cerrito Middle School	Owned by the Corona-Norco Unified School District. Located at 7610 El Cerrito Road, Corona. The school has several indoor basketball courts in the gymnasium that are available for use outside school hours by organized groups and individuals upon request to the school.	This School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.
Tomas Rivera Middle School	Owned by Val Verde Unified School District (VVUSD). Located at 21675 Martin Street, Perris. This school has one soccer practice field with running track, one gymnasium, nine full basketball courts, one softball field, and one baseball field.	This School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.

Table A.1: Resources Determined Not to Trigger Protection under the Requirements of Section 4(f)

Name of Resource	Owner/Operator, Location, and Description of Resource	Why Resource does not Trigger Protection under Section 4(f)
Manuel Real Elementary School	Owned by VVUSD. Located at 19150 Clark Street, Perris. This school has two softball fields with backstops, four half basketball courts, and a tot lot.	This School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.
Val Verde High School	Owned by VVUSD. Located at 972 West Morgan Street, Perris. This school has one soccer practice field, one gymnasium, two full basketball courts, one softball field, and two volleyball courts.	This School is within the study area for the MCP Build Alternatives. The property that would be acquired for the MCP Build Alternatives from this School does not include any recreation uses. Therefore, there is no use of this School that would trigger the requirements for protection under Section 4(f).
Val Verde Elementary School	Owned by VVUSD. Located at 2656 Indian Avenue, Perris. This school has one softball field with backstop, one soccer field, open space, 12 half basketball courts, and a play structure.	This School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.
Lakeside Middle School	Owned by VVUSD. Located at 27720 Walnut Avenue, Perris. This school has one soccer practice field with running track, seven full basketball courts, and one softball field.	This School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.
Sierra Vista Elementary School	Owned by VVUSD. Located at 20300 Sherman Road, Perris. This school has two softball fields with backstops, eight half basketball courts, and a tot lot.	This School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.
Mountain Shadows Middle School	Owned by Nuview Union School District. Located at 30401 Reservoir Avenue, Nuevo. This school has a softball field, a track, and open space.	This School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.
Glen View Preschool	Owned by VVUSD. Located at 21200 Oleander Avenue, Perris.	This School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.

Table A.1: Resources Determined Not to Trigger Protection under the Requirements of Section 4(f)

Name of Resource	Owner/Operator, Location, and Description of Resource	Why Resource does not Trigger Protection under Section 4(f)
Mead Valley Elementary School	Owned by VVUSD. Located at 21100 Oleander Avenue, Perris.	This School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.
Columbia Elementary School	Owned by VVUSD. Located at 21350 Rider Street, Perris. This school has one softball field with backstop, two half-court basketball courts, and one tot lot.	This School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.
Avalon Elementary School	Owned by VVUSD. Located at 1815 East Rider Street, Perris. This school has two softball fields with backstops.	This School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.
Nuview Elementary School	Owned by Nuview Union School District. Located at 29680 Lakeview Avenue, Nuevo.	This School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.
Citrus Hill High School	Owned by VVUSD. Located at 18150 Wood Road, Perris.	This School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.
Southwest High School (Proposed)	Owned by VVUSD. Located at 1400 Orange Avenue, Perris.	This proposed School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.
May Ranch Elementary School (Proposed)	Owned by VVUSD. Located at 900 East Morgan Street, Perris.	This proposed School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.
Triple Crown Elementary School (Proposed)	Owned by VVUSD. Located at 530 Orange Avenue, Perris.	This proposed School is outside the study area for the MCP Build Alternatives and there is no use of this School. Because there is no use of this School, the requirements for protection under Section 4(f) are not triggered.

Table A.1: Resources Determined Not to Trigger Protection under the Requirements of Section 4(f)

Name of Resource	Owner/Operator, Location, and Description of Resource	Why Resource does not Trigger Protection under Section 4(f)
Wildlife Reserves and Conservation Areas		
Steele Peak Reserve (Two Parts)	Riverside County Habitat Conservation Agency (RCHCA) Stephens' Kangaroo Rat (SKR) Reserve	The two sections of this Reserve are outside the study area for the MCP Build Alternatives and there is no use of this Reserve. Because there is no use of this Reserve, the requirements for protection under Section 4(f) are not triggered.
Harford Springs Reserve	Owned by the County of Riverside Parks and Open Space District. This 132 ha (325 ac) Reserve park is southeast of the Lake Mathews/Estelle Mountain (LM/EM) Reserve in the Gavilan Valley area off Gavilan Road. Largely undeveloped, it is managed for equestrian use, hiking, and wildlife viewing. Day uses such as picnicking and hiking are permitted. Overnight camping is not permitted.	This Reserve is outside the study area for the MCP Build Alternatives and there is no use of this Reserve. Because there is no use of this Reserve, the requirements for protection under Section 4(f) are not triggered.
Motte Rimrock Reserve	RCHCA and the University of California. This Reserve is an SKR Reserve and is used for California gnatcatcher studies.	This Reserve is outside the study area for the MCP Build Alternatives and there is no use of this Reserve. Because there is no use of this Reserve, the requirements for protection under Section 4(f) are not triggered.
San Jacinto-Lake Perris Reserve	RCHCA. This is an SKR Reserve.	This Reserve is outside the study area for the MCP Build Alternatives. There is no use of this Reserve. Because there is no use of this Reserve, the requirements for protection under Section 4(f) are not triggered.
Golf Courses		
Dos Lagos Golf Course	Privately owned golf course south of the intersection of Cajalco and Temescal Canyon Roads in Corona that is currently under construction. This 18-hole golf course will be open to the public.	Because this is a privately owned golf course, the requirements for protection under Section 4(f) are not triggered.
Eagle Glen Golf Club	Privately owned golf course at 1800 Eagle Glen Parkway, Corona. This golf course, which is open to the public, includes driving range, practice greens, chipping area with bunker, golf equipment rentals, clubhouse, and pro shop.	Because this is a privately owned golf course, the requirements for protection under Section 4(f) are not triggered.

Table A.1: Resources Determined Not to Trigger Protection under the Requirements of Section 4(f)

Name of Resource	Owner/Operator, Location, and Description of Resource	Why Resource does not Trigger Protection under Section 4(f)
Cultural Resources		
P33-11265 Colorado River Aqueduct (CRA)	Public water conveyance system owned by the Metropolitan Water District of Southern California.	The CRA is outside the Area of Potential Effects (APE) for the MCP Build Alternatives and there is no use of the CRA. Because there is no use of the CRA, the requirements for protection under Section 4(f) are not triggered.

Source: LSA Associates, Inc. (2007).

This page intentionally left blank

APPENDIX B

CONSULTATION CORRESPONDENCE

This page intentionally left blank

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

FEDERAL EXPRESS

December 15, 2004

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Dear Ms. Bechtel:

Notice of Preparation for the Draft Environmental
Impact Statement/Environmental Impact Report for the Mid County Parkway Corridor Project

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Preparation (NOP) for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project, located within western Riverside County. The Riverside County Transportation Commission (RCTC) is the lead agency for the proposed project. The Mid County Parkway, which would be a key east-west regional transportation corridor within Riverside County, is proposed to extend from Interstate 15 on the west to State Route 79 on the east. The project is primarily located along the Ramona Expressway, Cajalco Road, and El Sobrante Road. Metropolitan is providing comments as a potentially affected public agency and a potential responsible agency, as defined in the State of California Public Resources Code, §21069. As indicated in Table A in the NOP, Metropolitan is a potential Responsible and Trustee Agency and RCTC would require approval from Metropolitan to cross Metropolitan lands and or facilities as defined herein.

As you know, Metropolitan owns and operates several facilities within the boundaries of the proposed study area, including Lake Mathews, the Colorado River Aqueduct, the Upper Feeder pipeline, the Lower Feeder pipeline and the Lake Perris Bypass pipeline and pumpback facilities. In addition, Metropolitan's approved Central Pool Augmentation (CPA) pipeline and treatment plant are within or adjacent to the boundaries of the proposed study area. Furthermore, Metropolitan maintains ownership and jointly manages the Lake Mathews Multi-Species Habitat Conservation Plan (MSHCP) reserve (also known as the Lake Mathews – Estelle Mountain Core Reserve), as shown on the attached graphic (see Figure 2).

Metropolitan has worked jointly with RCTC and the County of Riverside over the past eighteen months on the proposed Mid County Parkway and is committed to continuing work with the lead agency in support of this important regional transportation project. However, there are several

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: Box 54153, Los Angeles, California 90054-0153 • Telephone (213) 217-6000

MWD ENVIRONMENTAL PLN Fax:213-217-5620 Dec 20 2004 11:44 P.02

critical issues that must be resolved before RCTC approves the project and Metropolitan considers granting approval for the crossing of our lands and/or facilities.

These issues include:

Issues Related to the Lake Mathews MSHCP

The Lake Mathews MSHCP provides Endangered Species Act coverage for and fully mitigates impacts related to a variety of past and future Metropolitan projects, as well as impacts to ongoing operations of Lake Mathews. It is critical that Metropolitan maintains the mitigation and take authorization outlined in the MSHCP in full effect and in perpetuity. As currently proposed in the Draft EIS/EIR, each of the build alternatives for the Mid County Parkway would impact the Lake Mathews – Estelle Mountain Core Reserve. Metropolitan requests that the lead agency consider developing an alternative that would fully avoid impacts to the Lake Mathews – Estelle Mountain Core Reserve.

The lead agency, with Metropolitan's consent and overview, would need to review and assess the legal ramifications associated with modifications to the Lake Mathews – Estelle Mountain Core Reserve and determine the risks and benefits to Metropolitan. It is Metropolitan's understanding that the MSHCP, which established the Lake Mathews – Estelle Mountain Core Reserve, only allows for adding species or lands – not for changing or exchanging lands. As such, the lead agency would need to address the plausibility of modifying the MSHCP given the constraints outlined in the legal documents that established the reserve. Metropolitan requests that the lead agency initiate discussions with us to ensure that our take authorization is maintained in full effect.

Operational and Maintenance Issues at Lake Mathews

The lead agency also needs to address long-term impacts from the Mid County Parkway to the Lake Mathews Water Quality & Drainage Management Plan. The proposed project has the potential to affect drainage patterns and water quality at Lake Mathews, a critical drinking water reservoir for southern California. It is imperative to both Metropolitan and the County of Riverside that the Draft EIS/EIR addresses potential impacts to Lake Mathews from a water quality perspective, to ensure that a reliable, high-quality drinking water supply is maintained over the long term.

Furthermore, the implementation of the Mid County Project must allow uninterrupted operational access to the perimeter shoreline of Lake Mathews. Metropolitan utilizes Lake Mathews primarily as a storage reservoir for untreated water, however a large variety of other operational activities occur at Lake Mathews as well. Uninterrupted, long-term access to the perimeter shoreline at Lake Mathews will be required to: (1) perform annual shoreline vegetation clearing

MWD ENVIRONMENTAL PLN Fax:213-217-5620 Dec 20 2004 11:45 P.03

activities, (2) allow patroller access in order to maintain security around Lake Mathews, and (3) allow general operational access for emergency activities, should the need ever arise.

The proposed project must also avoid impacts to Metropolitan's operational area along the north shore of Lake Mathews, near the intersection of El Sobrante and La Sierra roads. This area is utilized for management of Metropolitan's construction unit, which is essential to emergency response efforts within Metropolitan's service area. The proposed project's environmental documentation needs to analyze the potential impacts to these facilities and address avoidance and/or minimization measures to ensure minimal impacts to Metropolitan's operations.

Operational and Maintenance Issues at Other Existing and Future Metropolitan Facilities

The proposed project must also avoid impacts to Metropolitan's approved CPA project, in particular the future treatment plant at Eagle Valley and the future distribution system leaving Eagle Valley. This approved project is an essential component in Metropolitan's obligation to deliver reliable, high-quality water to both Riverside and Orange counties, and as such the lead agency should specifically address any potential impacts of the Mid County Parkway project to the CPA. In addition, Metropolitan's future treatment plant at Eagle Valley will most likely begin construction prior to implementation of the Mid County Parkway project – the lead agency's Draft EIS/EIR needs to acknowledge the treatment plant project and address avoidance and/or minimization measures to ensure minimal impacts to the CPA treatment plant project.

In addition, Metropolitan is concerned with potential impacts from the proposed project to other Metropolitan facilities within the project area. These facilities include the Colorado River Aqueduct, the Upper Feeder pipeline, the Lower Feeder pipeline, and the Lake Perris Bypass pipeline and pumpback facilities, and the approved CPA pipeline. Metropolitan must be allowed to maintain its rights-of-way to its facilities at all times in order to repair and maintain the current condition of those facilities. It is necessary that the lead agency avoid potential impacts to Metropolitan's facilities that may result from the proposed project, including any restrictions on Metropolitan's rights-of-way and/or any operations and maintenance activities. In order to avoid impacts, coordination with Metropolitan must occur during the planning process and written approval from Metropolitan for proposed design plans should be obtained prior to project approval. Metropolitan requests that the lead agency's Draft EIS/EIR acknowledge Metropolitan's facilities and address avoidance and/or minimization measures to ensure minimal impacts to our rights-of-way and/or facilities.

Other Issues

Metropolitan requests that the lead agency analyze in the draft EIS/EIR the consistency of the proposed project with the growth management plan adopted by the Southern California Association of Governments (SCAG). Metropolitan uses SCAG's population, housing, and employment projections to determine future water demand.

In addition, Metropolitan encourages projects to include water conservation measures. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports measures such as using water-efficient fixtures, drought-tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed project.

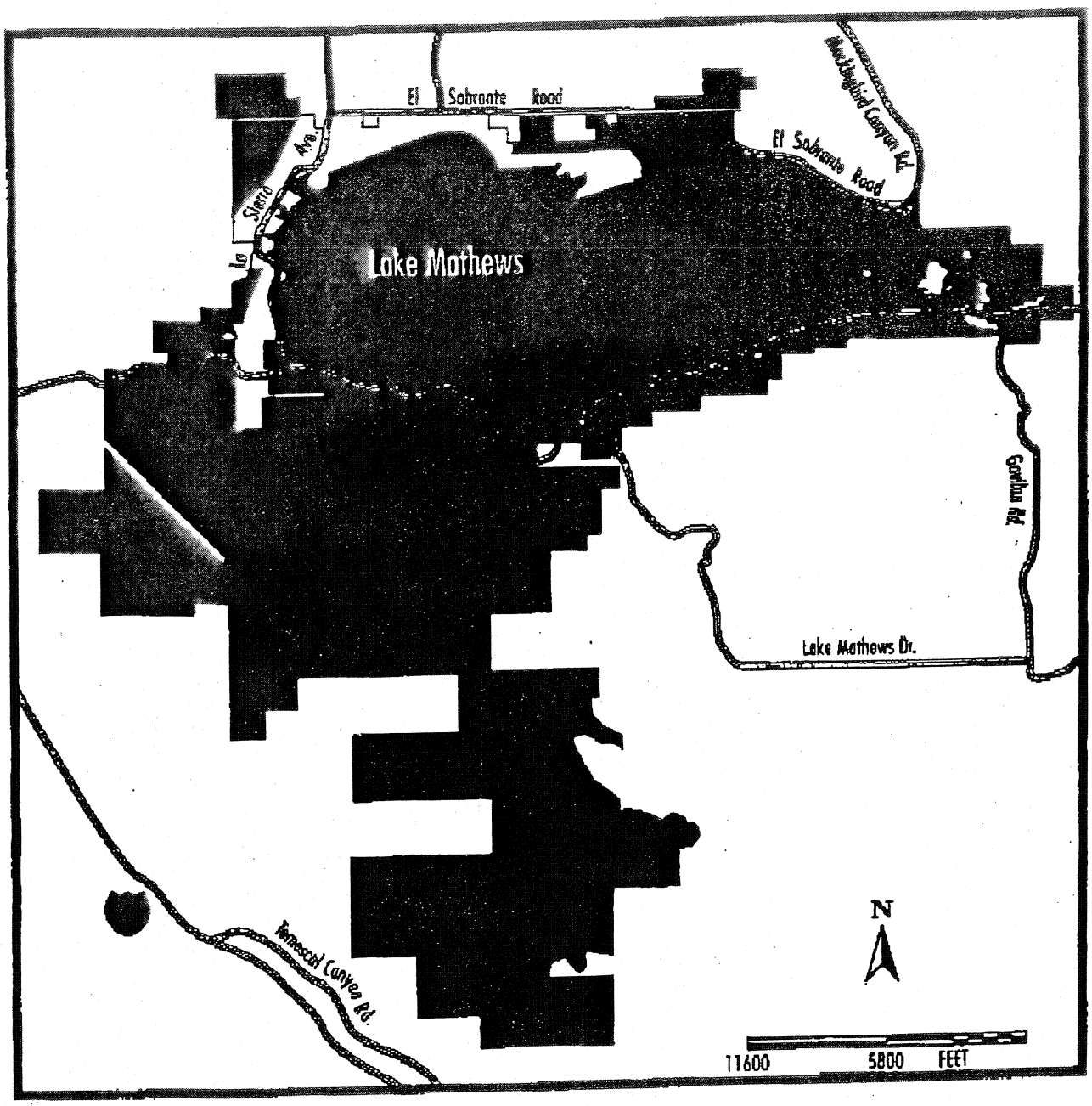
We appreciate the opportunity to provide input to your planning process and we look forward to continued coordination with the County of Riverside on this project. Mr. John Vrsalovich of Metropolitan's Facility Planning Team has been designated as Metropolitan's contact to coordinate with RCTC. Mr. Vrsalovich can be reached at (213) 217-6066.

Very truly yours,

Laura J. Simonek

Laura J. Simonek
Manager, Environmental Planning Team

JAH/rdl
(Public Folders/EPU/Letters/08-DEC-04B.doc – Cathy Bechtel)
Enclosure: Planning Guidelines



Land Under Negotiation for Conservation Easements

RCHCA

State Wildlife Conservation Board

MWD Ownership in Core Reserve

Private

BLM

Core Reserve Boundary

Roads/Highways

Riverside County Habitat Conservation Agency's Proposed Lake Mathews - Estelle Mountain Core Reserve Under Long-Term SKR HCP

Figure 2

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Source: Riverside County

MWD ENVIRONMENTAL PLN Fax:213-217-5620 Dec 20 2004 11:45 P.06

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Office of the General Counsel

April 18, 2007

Via Electronic Mail & Federal Express

Ms. Cathy Bechtel
Riverside County
Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Re: Mid County Parkway Project

Dear Ms. Bechtel:

The Metropolitan Water District of Southern California (Metropolitan) is writing to comment on the Riverside County Transportation Commission's (RCTC) proposed alignments for its Mid County Parkway (MCP or project).

As you know, Metropolitan has worked cooperatively with RCTC on its consideration of alternative routes for, and environmental study of, the MCP. We understand that RCTC is preparing to issue its draft environmental impact report/environmental impact statement (Draft EIR/EIS) soon, and wanted to reiterate Metropolitan's comments and concerns regarding the project at this critical juncture. Enclosed and incorporated by reference are copies of prior correspondence that set forth Metropolitan's position on the project.

In summary, Metropolitan's primary concerns with the proposed MCP are:

a. Impacts to Lake Mathews reserve lands and associated conservation, mitigation, and management pursuant to agreements with U.S. Fish and Wildlife Service, California Department of Fish and Game, and Riverside County Habitat Conservation Agency, including the Lake Mathews Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP or reserve).

b. Impacts to the Lake Mathews watershed, including impacts to Metropolitan's Cajalco Creek Dam and adjunct detention basins and other existing and future facilities necessary to control urban runoff into Lake Mathews in order to meet water quality requirements. Any alignments within the Lake Mathews watershed should incorporate the existing requirements of the Lake Mathews Water Quality & Drainage Management Plan, which is an agreement that was executed between the Riverside County Flood Control and Water Conservation District and Metropolitan to preserve and enhance the water quality within Lake Mathews.

c. The protection of Metropolitan's existing large diameter distribution system and related facilities from potential impacts caused by the proposed MCP. The main facilities affected by these proposed alignments include: the Colorado River Aqueduct; Perris Valley Siphon Nos. 1 and 2; Lakeview pipeline; Bernasconi Tunnels Nos. 1 and 2; Inland Feeder; 1st Barrel Casa Loma Siphon; Upper Feeder pipeline; Lower Feeder pipeline; Temescal Power Plant; Lake Perris Bypass and its associated pipeline, Perris Power Plant and Pressure Control Facility; Lake Mathews and its associated power plant, dams and facilities; Chemical Unloading Facility; and the approved Central Pool Augmentation project and its associated future water treatment plant at Eagle Valley and the future water distribution system leaving Eagle Valley.

d. Homeland security and related access issues to Metropolitan facilities, security gates, and detention basins in and around the proposed project.

Metropolitan requests that RCTC choose an alignment that addresses these concerns by avoiding any impacts to the reserve and operational lands, and by avoiding or minimizing impacts to Metropolitan's facilities. Based on a review of the preliminary data provided by RCTC, only Alternative 9 (the southernmost route) avoids the reserve, and has the fewest impacts on Metropolitan's facilities. Enclosed for reference is a map showing the proposed MCP alignments, including Alternative 9, in relation to the reserve and Metropolitan's major facilities.

Impacts to the Reserve

As we have stated repeatedly in the past, Metropolitan cannot support or sanction any alternative that enters or impacts the reserve in any way. The MSHCP/NCCP encompasses about 5,110 acres of land surrounding Lake Mathews, including the lands in the State Ecological Reserve. These lands are protected for their benefit to endangered, threatened or sensitive species and provide the basis for Endangered Species Act compliance for Metropolitan projects located in Riverside County.

To ensure protection of these lands, Metropolitan recorded a conservation easement that precludes the use of the property in a manner that could adversely affect its values for conservation purposes. Any activities or use of reserve lands for the MCP is incompatible with these conservation commitments, and Metropolitan is precluded from authorizing such activities and use of the reserve. For these reasons, Metropolitan opposes the MCP alignments that would enter and/or impact the reserve in any way.

Impacts to Metropolitan Facilities

Metropolitan is also concerned about impacts to its facilities and their operation, as set forth in detail in the enclosed correspondence. In short, all of the proposed MCP alignments, including Alternative 9, would impact Metropolitan facilities. In addition, all alignments have the potential to affect how these facilities are operated. RCTC must carefully analyze the potential impacts, including but not limited to those from increased lateral and vertical loading, induced settlement, impacts to operations of the facilities, and altered drainage patterns. See, for example, the enclosed September 28, 2006 and March 29, 2007 correspondence for more detail on this subject. Any proposals to realign or accommodate Metropolitan's facilities, including the costs of such accommodations, are potentially significant and should be analyzed in detail by RCTC. We welcome the opportunity to provide information relevant to this analysis upon your request.

Metropolitan respectfully requests that you address all of the foregoing concerns in the Draft EIR/EIS. We look forward to continuing our cooperative work with RCTC on the MCP.

If you have any questions, please feel free to contact John Shamma at (213) 217-6409 or me at (213) 217-6533.

Sincerely,

Karen L. Tachiki
General Counsel

Catherine M. Stites
Deputy General Counsel

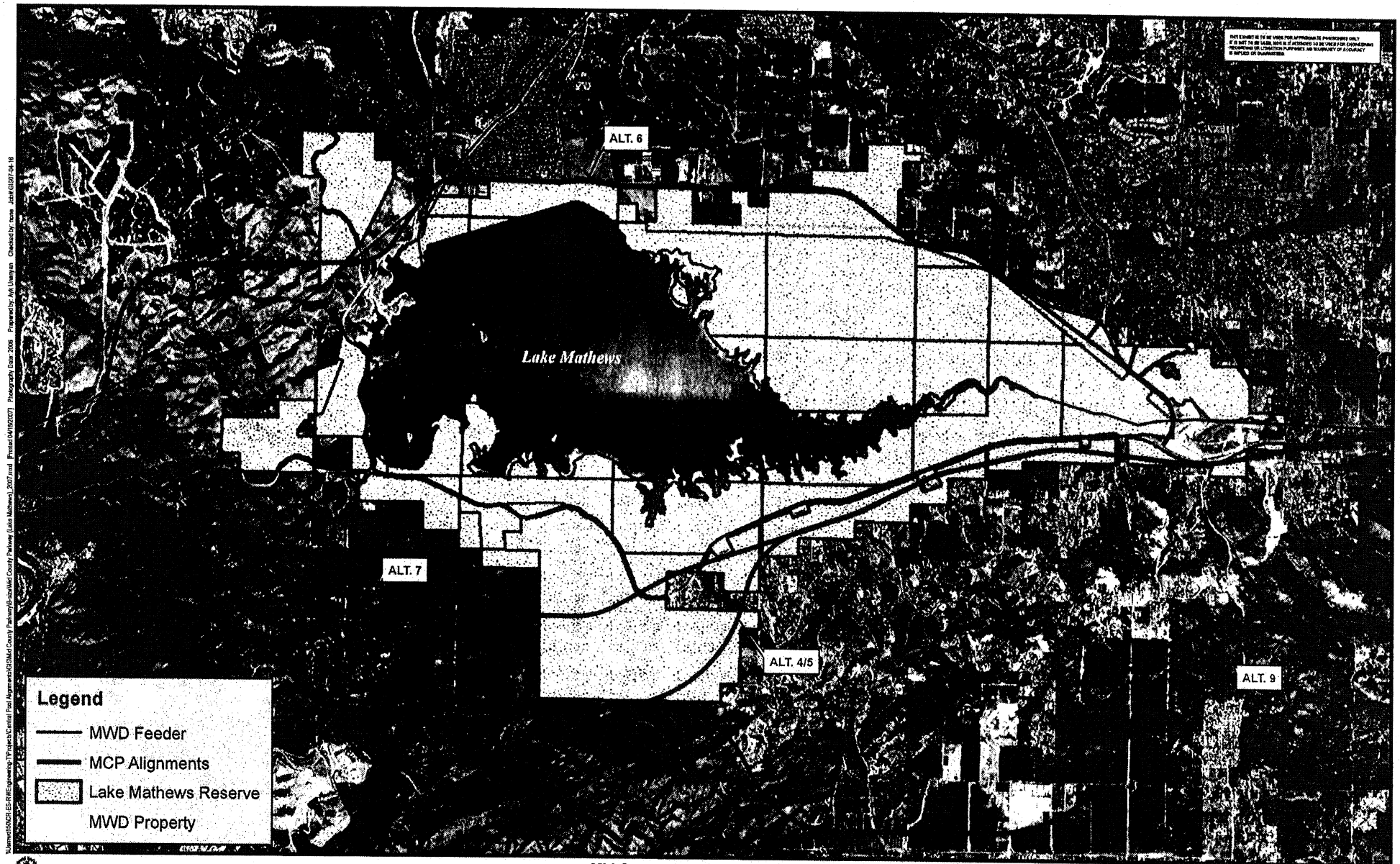
CMS/tjm
Enclosures

cc: Mr. John Shamma, P.E., Metropolitan (w/o encls.)
Mr. Hideo Sugita, RCTC Deputy Executive Director (w/encls.)

cc: Merideth Cann, P.E. (w/encls.)
Charles V. Landry, P.E. (w/encls.)
Jacobs Engineering Group Inc.
3850 Vine Street, Suite 120
Riverside, CA 92507

Mr. Rob McCann (w/encls.)
LSA Associates, Inc.
20 Executive Park
Suite 200
Irvine, CA 92614

Karin Louise Watts Bazan, Esq. (w/encls.)
Office of the Riverside County Counsel
3535 10th Street, Suite 300
Riverside, CA 92501



THIS EXHIBIT IS TO BE USED FOR APPROXIMATE PURPOSES ONLY. IT IS NOT TO BE BASED, NOR IS IT INTENDED TO BE USED FOR ENGINEERING, RECHECKING OR LITIGATION PURPOSES. NO WARRANTY OF ACCURACY IS IMPLIED OR GUARANTEED.

N:\Users\SONDR-ES-RWE\Engineering-1\Projects\Central Pool Alignments\GIS\Mid County Parkway\8-size\Mid County Parkway (Lake Mathews)_2007.mxd [Printed 04/18/2007] Photography Date: 2005 Prepared by: Art Unangst Checked by: none Job# GI597-04-18

The Metropolitan Water District of Southern California
Right of Way Engineering, GIS Mapping

Mid County Parkway Alternatives
Lake Mathews

Feet
0 3,000 6,000

November 3, 2003

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Dear Ms. Bechtel:

Riverside County Transportation Commission November 5, 2003 Meeting

The Metropolitan Water District of Southern California (Metropolitan) has received an invitation and draft agenda for a meeting with Riverside County Supervisors Tavaglione and Ashley, scheduled for November 5, 2003. Metropolitan also understands that a number of senior staff from the Riverside County Transportation Commission will also be in attendance. Metropolitan appreciates this opportunity to discuss areas of mutual interest as we focus on developing comprehensive management plans and policies within western Riverside County.

The draft agenda received from the Riverside County Transportation Commission offices focuses on a number of key areas, including:

a. Proposed transportation corridor adjacent to Lake Mathews

b. The County of Riverside Multi-Species Habitat Conservation Plan (MSHCP) and related issues in considering a Memorandum of Understanding (MOU) between Riverside County and Metropolitan on management of existing and proposed reserves

c. Diamond Valley Lake land use and annexation agreement issues

Metropolitan's engineering staff has been coordinating closely with your office on tentative plans to construct a transportation corridor proposed to run east-west generally in alignment with Ramona Expressway and Cajalco Road from San Jacinto to the I-15 in southeast Corona. The most recent proposal indicates that the corridor is planned south of Metropolitan's Lake Mathews.

Metropolitan's primary concerns with the proposed Ramona/Cajalco Corridor alignment involve impacts to:

a. Lake Mathews reserve lands and associated conservation, mitigation and management agreements;

b. Lake Mathews watershed agreements, necessary to protect the water quality in Lake Mathews from urban runoff;

c. Metropolitan's Cajalco Creek Dam and adjunct detention basins;

d. Protection of the Colorado River Aqueduct from highway loading; and

e. Access issues to Metropolitan facilities, security gates and detention basins in and around Lake Mathews.

The basic objectives of Metropolitan in reviewing any highway improvement plans are to ensure that such plans do not compromise our ability to operate our facilities and manage our property to meet our obligations. To facilitate our understanding of potential impacts, it would be most helpful if a brief presentation of the proposed highway corridor alignment could include Metropolitan's facilities and property interests. Continued coordination with Metropolitan staff on alignment alternatives and Corridor design plans will be essential to avoiding impacts to Metropolitan facilities and property interests.

Metropolitan continues to have concerns with the recently adopted Riverside County Multi-Species Habitat Conservation Plan (MSHCP), and how the County intends to implement the mitigation, conservation, and management goals of the MSHCP with regard to existing conservation lands. Metropolitan is a major stakeholder and property owner for several reserves in western Riverside County, including the Lake Mathews Multiple Species Reserve, the Southwestern Riverside County Multi-Species Reserve (DVL/Skinner Reserve), and the Santa Rosa Plateau Ecological Reserve. Metropolitan's participation in the establishment, management, and funding of these reserves has been independent of the County's MSHCP. These reserves are jointly managed with other agencies, including the U.S. Fish and Wildlife Service and California Department of Fish and Game, under cooperative management agreements that provide mitigation for Metropolitan projects under mitigation banking agreements, and afford Metropolitan certain rights and responsibilities for development, operation, and maintenance of Metropolitan facilities on reserve lands.

Metropolitan has consistently supported a cooperative approach to the management of exiting reserves and lands proposed for conservation under the County's MSHCP. While Metropolitan's reserves are managed independently of the County-wide MSHCP through separate management committees, agreements and funding sources, we believe that there are strategies already in place to ensure that reserve issues are coordinated and information is cooperatively shared for the benefit of the resources throughout the area. Existing reserve management committees for the reserves at Lake Mathews, DVL/Skinner Reserve, and Santa Rosa Plateau, as well as the Riverside County Habitat Conservation Agency's Reserve Managers Coordinating Committee are currently in place to ensure cooperation and coordination for the management of conservation lands in the County. Metropolitan will continue to coordinate with the County during the implementation of the County's MSHCP. Metropolitan must stress that any MOU that would serve to further formalize this cooperation and coordination cannot supersede the goals,

objectives, and management and funding structures that have been established under existing reserve agreements.

Finally, our forthcoming meeting may afford us an opportunity to discuss Diamond Valley Lake (DVL). On October 3, 2003, DVL was opened to the public to great success. Metropolitan truly appreciates the cooperation and support of the County of Riverside in bringing this resource to the public. Metropolitan also understands that the County of Riverside recently adopted a General Land Use Plan which updates land use designations for Metropolitan's property holdings within Riverside County. Metropolitan extends its appreciation to our respective staff members in updating this critical land planning and management tool.

Metropolitan is also cooperating with the City of Hemet in their interest in annexing a portion of the East Recreation Area of Diamond Valley Lake. No part of the proposed annexation is to include DVL lake surface. We also understand and have no objection to the County of Riverside's request that execution of a Development Agreement between Riverside County and Metropolitan be tied to more definitive plans for development of Metropolitan's properties within the County of Riverside.

Metropolitan sincerely appreciates the opportunity to further discuss these important topics and anticipates that through continued cooperation beneficial resolution of these issues can be realized.

Very truly yours,

Ronald R. Gastelum
Chief Executive Officer

LJB/sdf
dvr067

bcc:

Bcc:

December 15, 2004

FEDERAL EXPRESS

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Dear Ms. Bechtel:

Notice of Preparation for the Draft Environmental
Impact Statement/Environmental Impact Report for the Mid County Parkway Corridor Project

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Preparation (NOP) for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project, located within western Riverside County. The Riverside County Transportation Commission (RCTC) is the lead agency for the proposed project. The Mid County Parkway, which would be a key east-west regional transportation corridor within Riverside County, is proposed to extend from Interstate 15 on the west to State Route 79 on the east. The project is primarily located along the Ramona Expressway, Cajalco Road, and El Sobrante Road. Metropolitan is providing comments as a potentially affected public agency and a potential responsible agency, as defined in the State of California Public Resources Code, §21069. As indicated in Table A in the NOP, Metropolitan is a potential Responsible and Trustee Agency and RCTC would require approval from Metropolitan to cross Metropolitan lands and or facilities as defined herein.

As you know, Metropolitan owns and operates several facilities within the boundaries of the proposed study area, including Lake Mathews, the Colorado River Aqueduct, the Upper Feeder pipeline, the Lower Feeder pipeline and the Lake Perris Bypass pipeline and pumpback facilities. In addition, Metropolitan's approved Central Pool Augmentation (CPA) pipeline and treatment plant are within or adjacent to the boundaries of the proposed study area. Furthermore, Metropolitan maintains ownership and jointly manages the Lake Mathews Multi-Species Habitat Conservation Plan (MSHCP) reserve (also known as the Lake Mathews – Estelle Mountain Core Reserve), as shown on the attached graphic (see Figure 2).

Metropolitan has worked jointly with RCTC and the County of Riverside over the past eighteen months on the proposed Mid County Parkway and is committed to continuing work with the lead agency in support of this important regional transportation project. However, there are several

critical issues that must be resolved before RCTC approves the project and Metropolitan considers granting approval for the crossing of our lands and/or facilities.

These issues include:

Issues Related to the Lake Mathews MSHCP

The Lake Mathews MSHCP provides Endangered Species Act coverage for and fully mitigates impacts related to a variety of past and future Metropolitan projects, as well as impacts to ongoing operations of Lake Mathews. It is critical that Metropolitan maintains the mitigation and take authorization outlined in the MSHCP in full effect and in perpetuity. As currently proposed in the Draft EIS/EIR, each of the build alternatives for the Mid County Parkway would impact the Lake Mathews – Estelle Mountain Core Reserve. Metropolitan requests that the lead agency consider developing an alternative that would fully avoid impacts to the Lake Mathews – Estelle Mountain Core Reserve.

The lead agency, with Metropolitan's consent and overview, would need to review and assess the legal ramifications associated with modifications to the Lake Mathews – Estelle Mountain Core Reserve and determine the risks and benefits to Metropolitan. It is Metropolitan's understanding that the MSHCP, which established the Lake Mathews – Estelle Mountain Core Reserve, only allows for adding species or lands – not for changing or exchanging lands. As such, the lead agency would need to address the plausibility of modifying the MSHCP given the constraints outlined in the legal documents that established the reserve. Metropolitan requests that the lead agency initiate discussions with us to ensure that our take authorization is maintained in full effect.

Operational and Maintenance Issues at Lake Mathews

The lead agency also needs to address long-term impacts from the Mid County Parkway to the Lake Mathews Water Quality & Drainage Management Plan. The proposed project has the potential to affect drainage patterns and water quality at Lake Mathews, a critical drinking water reservoir for southern California. It is imperative to both Metropolitan and the County of Riverside that the Draft EIS/EIR addresses potential impacts to Lake Mathews from a water quality perspective, to ensure that a reliable, high-quality drinking water supply is maintained over the long term.

Furthermore, the implementation of the Mid County Project must allow uninterrupted operational access to the perimeter shoreline of Lake Mathews. Metropolitan utilizes Lake Mathews primarily as a storage reservoir for untreated water, however a large variety of other operational activities occur at Lake Mathews as well. Uninterrupted, long-term access to the perimeter shoreline at Lake Mathews will be required to: (1) perform annual shoreline vegetation clearing

activities, (2) allow patroller access in order to maintain security around Lake Mathews, and (3) allow general operational access for emergency activities, should the need ever arise.

The proposed project must also avoid impacts to Metropolitan's operational area along the north shore of Lake Mathews, near the intersection of El Sobrante and La Sierra roads. This area is utilized for management of Metropolitan's construction unit, which is essential to emergency response efforts within Metropolitan's service area. The proposed project's environmental documentation needs to analyze the potential impacts to these facilities and address avoidance and/or minimization measures to ensure minimal impacts to Metropolitan's operations.

Operational and Maintenance Issues at Other Existing and Future Metropolitan Facilities

The proposed project must also avoid impacts to Metropolitan's approved CPA project, in particular the future treatment plant at Eagle Valley and the future distribution system leaving Eagle Valley. This approved project is an essential component in Metropolitan's obligation to deliver reliable, high-quality water to both Riverside and Orange counties, and as such the lead agency should specifically address any potential impacts of the Mid County Parkway project to the CPA. In addition, Metropolitan's future treatment plant at Eagle Valley will most likely begin construction prior to implementation of the Mid County Parkway project – the lead agency's Draft EIS/EIR needs to acknowledge the treatment plant project and address avoidance and/or minimization measures to ensure minimal impacts to the CPA treatment plant project.

In addition, Metropolitan is concerned with potential impacts from the proposed project to other Metropolitan facilities within the project area. These facilities include the Colorado River Aqueduct, the Upper Feeder pipeline, the Lower Feeder pipeline, and the Lake Perris Bypass pipeline and pumpback facilities, and the approved CPA pipeline. Metropolitan must be allowed to maintain its rights-of-way to its facilities at all times in order to repair and maintain the current condition of those facilities. It is necessary that the lead agency avoid potential impacts to Metropolitan's facilities that may result from the proposed project, including any restrictions on Metropolitan's rights-of-way and/or any operations and maintenance activities. In order to avoid impacts, coordination with Metropolitan must occur during the planning process and written approval from Metropolitan for proposed design plans should be obtained prior to project approval. Metropolitan requests that the lead agency's Draft EIS/EIR acknowledge Metropolitan's facilities and address avoidance and/or minimization measures to ensure minimal impacts to our rights-of-way and/or facilities.

Other Issues

Metropolitan requests that the lead agency analyze in the draft EIS/EIR the consistency of the proposed project with the growth management plan adopted by the Southern California Association of Governments (SCAG). Metropolitan uses SCAG's population, housing, and employment projections to determine future water demand.

In addition, Metropolitan encourages projects to include water conservation measures. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports measures such as using water-efficient fixtures, drought-tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed project.

We appreciate the opportunity to provide input to your planning process and we look forward to continued coordination with the County of Riverside on this project. Mr. John Vrsalovich of Metropolitan's Facility Planning Team has been designated as Metropolitan's contact to coordinate with RCTC. Mr. Vrsalovich can be reached at (213) 217-6066.

Very truly yours,

Laura J. Simonek
Manager, Environmental Planning Team

JAH/rdl
(Public Folders/EPU/Letters/08-DEC-04B.doc – Cathy Bechtel)
Enclosure: Planning Guidelines

We have reviewed the submitted maps, and our general comments and requirements regarding your proposed boring locations within Metropolitan's fee properties and in close vicinity of our facilities are as follows:

1. A list of all the equipment, including the drilling equipment, and the field exploration work plan within Metropolitan's fee properties and in close vicinity of our facilities must be submitted for our review and written approval at least 30 days prior to their use. The work plan must include all procedures to be utilized and followed during the execution of the field exploration program, including site closure and demobilization from each drill site.

   Please note that Metropolitan's representatives must be present during your drilling operations within Metropolitan's fee or easement rights-of-way. Please contact James Williams of our Water System Operations Group, telephone (951) 926-7007, at least three working days prior to starting any work in the vicinity of our facilities and rights-of-way.

2. Grading or site clearing to enhance the field exploration and drilling activities will not be permitted within Metropolitan's fee and easement rights-of-way without prior written approval.

3. The proposed boring locations must be field staked, checked, and accepted by Metropolitan prior to mobilizing field exploration equipment and commencement of the actual drilling operations.

4. The type, size and depths of all the proposed exploratory borings must be clearly identified and submitted to Metropolitan. Please note that bucket-auger drilling methods will not be acceptable.

5. All the drilling fluids and wastes must be completely contained within portable tanks and must not be permitted to fall onto or flow across the ground surface. Additionally, all the drill cuttings and the drilling fluids must be drummed and completely removed from Metropolitan's properties.

Please note that excavated pits, lined or unlined, will not be permitted within Metropolitan's properties.

6. After the drilling operation is complete, the exploratory borings must be completely backfilled with an approved sand-cement-bentonite mixture. Backfill of all the exploratory borings must be performed using tremie methods.

   Please note that backfill of the exploratory borings with the drill cuttings will not be permitted.

7. Drilling sites must be returned to their original condition that existed prior to the beginning of any field exploration activities.

   Please note that stockpiling of material and equipment is not permitted within Metropolitan's fee or permanent easement rights-of-way.

Besides the general criteria stated above, following are Metropolitan's site-specific comments regarding each boring location:

1. Boring locations 1 and 2:

   a. The locations of these two borings must be a minimum of 50 feet laterally from the centerline of Metropolitan's Casa Loma Siphon. This would provide geotechnical information on the native materials in the area and not of Metropolitan's Colorado River Aqueduct's backfill.

   b. At these two locations, vehicles weighing more than 8,000 pounds must not be used within 25 feet of the centerline of Metropolitan's First Barrel Casa Loma Siphon (Metropolitan Stations 10925+00 to 10930+00). Enclosed for your information and use is a print of our Drawing B-363-11.

MWD Colorado River Aqueduct
Sta. 10920+00 to 10940+00
MWD Casa Loma Canal
Sta. 140+00 to 160+00
Sta. 210+00 to 240+00
MWD San Diego Canal
Sta. 270+00 to 280+00
Sta. 295+00 to 305+00
Sta. 350+00 to 360+00
Sta. 385+00 to 395+00
Sta. 430+00 to 460+00
Sta. 500+00 to 510+00
Substr. Job No. 2001-06-008

September 28, 2006

Mr. Hideo Sugita
Deputy Executive Director
Riverside County
Transportation Commission
P. O. Box 12008
Riverside, CA 92502-2208

Dear Mr. Sugita:

State Route 79 Realignment – Environmental Studies

Thank you for your letter dated June 21, 2006, submitting maps (eight sheets) showing the proposed locations of the geotechnical borings for the environmental studies of the realignment project for State Route 79 in the San Jacinto Valley.

2. Boring location 3:

   a. The location of this boring must be as far to the north as possible, away from the canal, along the canal road.

   b. Since Metropolitan has a transition structure at this location, the boring location must also be a minimum of 25 feet laterally from the outside edges of the transition and siphon structure.

   c. At this location, vehicles that impose loads no greater than AASHTO H-20 may operate over Metropolitan's Second Barrel of the Casa Loma Siphon (Metropolitan stations 143+00 to 151+65) provided the cover is between a minimum of 4 feet and a maximum of 12 feet. Enclosed for your information and use are prints of our Drawings B-13963A and B-14126.

3. Boring location 4:

   a. The location of this boring must be as far to the north as possible, away from the canal, along the canal patrol road.

4. Boring locations 5 through 10:

   a. The locations of these borings must be as far to the west as possible, away from the canal, along the canal patrol road.

Please note that within the vicinity of Metropolitan's canals, vehicles, including drilling equipment, must not attempt to turnaround adjacent to the canal. Vehicles must enter from one access gate and continue one-way along the canal patrol road until they exit at the next access gate. Please also note that the speed limit along the canal patrol road must not exceed 15 miles per hour at any time.

Besides the general and site-specific criteria provided earlier, following are Metropolitan's geotechnical comments and considerations that might assist your geotechnical consultant in the development of design-level geotechnical

exploration, testing and analysis plans for the project; including the type, number and depth of the explorations required.

Increased Vertical Loading:

Metropolitan's facilities may be subject to increased vertical loading depending on which alignment is chosen for the State Route 79 realignment project. The design for the realignment project must consider the impacts associated with these increased vertical loads, which can be due to construction, dead, live and seismic loads, imposed on various Metropolitan facilities including pipelines, conduits, siphons and canals. Locations where new embankments are being proposed within close proximity of Metropolitan's facilities, increased vertical loading will be of extreme concern to Metropolitan. Some of Metropolitan's facilities have the structural capacity to resist the additional loads, however, many of our facilities will not be able to resist these additional loads. In cases where our facilities will not be able to resist the additional loads, protective systems will be required to ensure that the structural integrity of Metropolitan's facilities are not compromised. Please note that sufficient geotechnical exploration, testing, and analysis must be conducted to evaluate the increased loads on Metropolitan's facilities.

Increased Lateral Loading:

Metropolitan's facilities may also be subject to increased lateral loading depending on the alignment chosen for the realignment of State Route 79. New embankments, bridge abutments and other structures supported by piles constructed adjacent to or above Metropolitan's pipelines, siphons, conduits and canals can induce lateral loads. Similar to the increased vertical loading, Metropolitan's facilities might require protective systems to mitigate the additional lateral loads induced on our facilities. In general, the lateral load resistance capacity of the Metropolitan's canal linings is minimal, whereas, our pipelines, conduits and siphons are somewhat more resistant. Please note that sufficient geotechnical exploration, testing and analysis must be conducted to evaluate the increased lateral loads on Metropolitan's facilities imposed by piles, shallow foundation systems and embankment loads.

Induced Settlement:

Metropolitan's facilities including canals, pipelines, siphons and other conduits are relatively sensitive to settlement. Since the near surface soils in the general area of the realignment project are somewhat compressible; construction of any new roadway facilities and embankments near, adjacent or above Metropolitan's facilities is of a major concern to Metropolitan. Please note that geotechnical exploration, testing and analysis must be thorough enough to evaluate and quantify settlements induced by the construction of the roadway features on Metropolitan's facilities, including identification of incompressible soil layers.

Drainage:

Construction of roadways and embankments for the realignment project adjacent to Metropolitan's canals may result in trapped surface drainage between our canals and the new roadways and embankments. If these roadways and embankments are not properly designed, water may pond above and/or adjacent to our canals, thereby creating excessive external hydrostatic pressures on the canal linings. This could cause instability and result in failure of the canal wall. This situation could be exacerbated in this area since the soils are fine-grained and dispersive in nature. Geotechnical characterization of the soils for construction adjacent to Metropolitan's canals must be sufficient enough to support drainage design requirements and erosion mitigation measures.

Please note that plans of the realignment project for SR-79 within close vicinity of Metropolitan's facilities and easement/fee rights-of-way must be submitted to Metropolitan for our review and prior written approval. In addition, appropriate rights will need to be acquired from Metropolitan where the alignment crosses our fee property.

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of the Metropolitan to use its rights-of-way for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of

the facilities from its rights-of-way, such removal and replacement shall be at the expense of the owner of the facility.

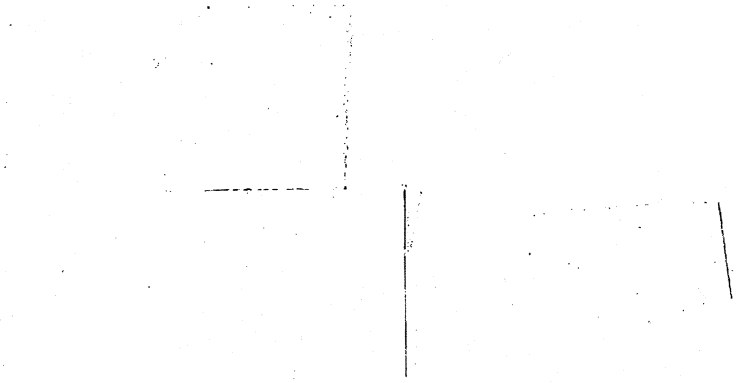
For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number located in the upper right-hand corner of this letter. Should you require any additional information, please contact Ish Singh at (213) 217-6679.

Very truly yours,

Kieran M. Callanan, P.E.
Manager, Substructures Team

IS/ly
DOC 2001-06-008

Enclosure



MWD Colorado River Aqueduct
Sta. 10899+00 to 11022+00
Substr. Job No. 2001-06-008

March 29, 2007

Ms. Merideth Cann, P.E.
Jacobs Civil, Inc.
3850 Vine Street, Suite 120
Riverside, CA 92507

Dear Ms. Cann:

Mid-County Parkway Project

Thank you for your email dated January 8, 2007, submitting a map and a cross-section drawing for the proposed South Alternative at State Route 79 for the Mid-County Parkway Project (MCP) in Riverside County.

In order to review the submitted map and cross section, we require additional detailed information on the embankments, bridges and proposed roadway elevations, which has been requested from Mr. Rick Simon of CH2MHILL by Shoreh Zareh of our staff. However, until we receive this necessary information, we are sending you a copy of our previous correspondence dated September 28, 2006 (copy enclosed), which includes our geotechnical comments and considerations that will need to be addressed in the design of the State Route 79 project. These comments and considerations will also apply for any other proposed reaches of the Mid-County Parkway Project that will be constructed near, adjacent to, and over Metropolitan facilities.

Additional information on potential impacts to Metropolitan's facilities can be provided in order to assist you with the design of the Mid-County Parkway Project, when we receive the requested detailed drawings.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number located in the upper right-hand corner of this letter. Should you require any additional information, please contact Shoreh Zareh at (213) 217-6534.

Very truly yours,

Kieran M. Callanan, P.E.
Manager, Substructures Team

SZ/kjm/ly
DOC 2001-06-008-2

Enclosure

cc: Mr. Hideo Sugita
Deputy Executive Director
Riverside County
Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Mr. Rick Simon
CH2MHILL
2280 Market Street, Suite 200
Riverside, CA 92501

P2302

83860 CB, GQ

WASTE MANAGEMENT
EL SOBRANTE LANDFILL
P.O. Box 77908
Corona, CA 92877
(951) 277-1740
(951) 277-1861 Fax

May 6, 2008

Ms. Cathy Bechtel
Division Head, Planning
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

RECEIVED
MAY 06 2008
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Subject: El Sobrante Habitat Conservation Plan

Dear Ms. Bechtel:

At our last meeting, you requested that USA Waste of California, Inc. (USA Waste) respond to RCTC regarding our willingness to address changes to the El Sobrante Habitat Conservation Plan (HCP) that may be needed to facilitate construction of the proposed Mid-County Parkway. The following constitutes our response.

I. Background

The El Sobrante Landfill is a public/private partnership between USA Waste and Riverside County. El Sobrante is a large regional disposal facility with more than 30 years of remaining life. Its location in the Temescal Valley was selected by Riverside County in the early 1980's after an exhaustive siting study was conducted, evaluating more than 15 possible locations. El Sobrante is a critical component of Riverside County's solid waste management system, handling the majority of the solid waste generated by the communities in western Riverside County. It is also an important economic engine for the County, generating more than $4 million dollars per year in general fund revenue collected from solid waste imports. It also provides nearly 50 living wage jobs, totaling more than $4 million per year in wages, benefits and payroll taxes. It also purchases $3.5 million in operating supplies, goods and services from local vendors and on average will continue to spend more than $15 million dollars per year for capital purchases such as heavy equipment and landfill construction services.

For USA Waste and its parent company, Waste Management, El Sobrante is one of its largest and most valuable assets in the country. Considerable Company resources are expended annually at El Sobrante to construct the landfill, expand and maintain the infrastructure, and to operate the facility above and beyond California's strict standards. It is a facility that we are exceptionally proud of and will expend considerable effort to insure that it continues to be an asset to both USA Waste and Riverside County through the remainder of its active life, and beyond.

USA Waste has enjoyed a long-term relationship with Riverside County through our public/private partnership at El Sobrante Landfill and through our various recycling and solid waste collection franchises. It is important to USA Waste that this relationship continues with Riverside County for many years to come.

B.1.9.2.1

II. Expression of Concern

Notwithstanding the importance to USA Waste of maintaining its relationship with the County, USA Waste is very reluctant to agree to take any action that would seek to reopen our HCP or to agree to any action that would alter or otherwise affect the areas set aside in the HCP for conservation purposes. The HCP took many years to develop and is a key component of our continued operations. The Section 10(a)(1) and Section 2081 permits issued to USA Waste by the United States Fish and Wildlife Service and California Department of Fish and Game authorize USA Waste to operate the landfill for eighty (80) years and obligate USA Waste to comply with conditions that help ensure the conservation of the species covered by the permits and the HCP. The HCP also provides assurances to USA Waste that it will not have to commit additional resources if there are unanticipated circumstances.

We want to emphasize that USA Waste does not have the unilateral right to change those permits, to alter the activities covered by the HCP or to delete lands protected under the HCP. We note that the areas you seek to use for the Mid-County Parkway are subject to easements that protect those lands from uses that would affect the conservation value of those lands. In short, any changes that would need to be made to allow use of these lands for the Mid-County Parkway would require the approval of both the Fish and Wildlife Service and Fish and Game.

Even if these approvals can be obtained, the proposed alignment of the Mid-County Parkway creates both short and long term risk for USA Waste that will increase our costs significantly above where they would be absent the Mid-County Parkway. These increased costs will come from many sources, including expenses related to:

- Permit modifications;
- Increased habitat management costs from weed control, litter control, and fire management due to edge effects;
- Potential changes to authorized operations;
- Litigation from adversaries of the Mid-County Parkway; and
- Increased community outreach and public education.

III. Offer of Cooperation

Despite these concerns, because of our long relationship with the County, we are willing to discuss cooperating with the County on this project if the County and the concerned resource agencies determine that this route best serves the overall public interest, if the operation of the landfill is fully protected from any risk of curtailment of our operations, if USA Waste is fully compensated for all costs it may incur as a result of the project and if the County is receptive to the other financial issues we have identified in this letter. As part of this Offer of Cooperation, we will require a formal agreement with the County to address our concerns and to guarantee that USA Waste will be fully compensated. We describe below some potential areas for further discussion.

Even though we have made this Offer of Cooperation, please keep in mind that USA Waste prefers for the RCTC to select a Mid-County Parkway alignment that coincides with the existing Cajalco Road alignment, thereby, reducing the fragmentation of the regional preserve and eliminating the need to address impacts to the El Sobrante HCP.

IV. Approach to Permit Modifications

The construction of the Mid-County Parkway along the proposed alignment will directly impact approximately 20 acres of the El Sobrante HCP preserve where the alignment crosses the northeastern corner of our wildlife preserve. We are fundamentally opposed to any course of action that seeks to amend the El Sobrante HCP to include the Mid-County Parkway as an authorized activity under the HCP. Our offer of cooperation is conditioned on the RCTC agreeing to develop its own HCP for the affected lands and for the County to assume responsibility to carry out all of the permit actions, minimization measures and mitigation for the new HCP. As part of the development of the Mid-County Parkway HCP, the County would be obligated to mitigate for any impacts to conserved lands under the El Sobrante HCP. The only modification to the El Sobrante HCP that we envision is for USA Waste to be fully released from any obligations it currently has for lands affected by and included in the Mid-County Parkway HCP.

V. Increased Habitat Management Costs Due to Direct Impacts and Indirect Impacts

Even if the County proceeds with a separate HCP for its impacts, the development of the Mid-County Parkway is likely to cause hard-to-measure indirect impacts to our preserve through "edge effects". These impacts are discussed in our response to the Notice of Preparation prepared and submitted to you on September 12, 2007 by Brenna Moorhead of Sheppard Mullin Richter & Hampton LLP. A copy of Ms. Moorhead's letter is attached for your convenience.

By virtue of the close proximity of the Parkway to the El Sobrante Preserve, increased litter, additional weed control of non-native species, and the threat of fire from the Parkway traffic will increase our annual operating costs. Since the inception of the El Sobrante HCP in 2001, USA Waste has spent more than $1,000,000 managing the Preserve. With the encroachment of the Mid-County Parkway across the El Sobrante Preserve, we anticipate that our costs to manage the Preserve will increase by $120,000 annually for weed and litter control even if the area subject to our HCP will be reduced.

The threat of wildfires and the resultant damage to the El Sobrante Preserve and the Landfill are a significant concern for USA Waste. In 2007, a wildfire generated by an off-road vehicle trespassing on the El Sobrante Preserve scorched nearly 1/3 of the El Sobrante Preserve, including a pristine riparian area and many large cactus patches. The estimate to completely restore these areas is in excess of $500,000. By locating the Mid-County Parkway so close to the El Sobrante Preserve, the threat of damage from wildfires increases significantly. One only needs to look at the experiences in Orange County over the past few years where wildfires originating from or near the 241 toll way have become nearly an annual occurrence. USA Waste believes that during the remaining 71 years of the El Sobrante HCP, wildfires that damage the El Sobrante Preserve will increase in frequency after the Parkway becomes operational.

To mitigate this concern, USA Waste will require a Fire Restoration fund or endowment to provide funds as may be needed to control exotic species and restore sensitive habitats in the El Sobrante Preserve areas following a fire originating from the Parkway. As an example of a funding scenario, an endowment established in 2008 in the amount of $1,900,000 would ensure that by 2018 (assuming a 5 percent rate of return and 3 percent inflation) a fund of $3,000,000 would be available for catastrophic fires. Using this funding mechanism, in the absence of

catastrophic fires, up to $70,000 would be available for fire related restoration of lands impacted by smaller fires, while retaining the $3,000,000 fire fund. This fund would be created and maintained by RCTC to compensate USA Waste in the event that a fire originating from the Parkway damages the El Sobrante Preserve.

VI. Litigation from Mid-County Parkway Adversaries

We believe that it is likely that opponents to the Mid-County Parkway will seek many avenues to oppose the project. We are concerned that this could lead to litigation against the El Sobrante HCP and USA Waste, directly or indirectly. As part of the agreement for the Offer of Cooperation, the RCTC and Riverside County must agree to defend, indemnify and pay for all costs associated with any litigation and to fully compensate USA Waste for any increased costs, reduced capacity or lost income that may result from these lawsuits or from any other avenue.

VII. Increased Community Outreach and Public Education

Landfills, much like waste water treatment plants, power plants, mines, airports, and freeways, are critical components of a modern society's infrastructure, but they are generally not welcome by the citizens that live near them or have to look at them on a daily basis. The location of El Sobrante is nearly ideal from a visual and aesthetic point of view. The facility is screened from the majority of residents and commuters that utilize the I-15 corridor and is a significant distance from local commuters that currently utilize Cajalco Road to transit between I-15 and the I-215. The benefit to USA Waste and Riverside County from this visual and spatial boundary is that to the majority of the public, El Sobrante is nearly invisible. This level of invisibility is extremely desirable because it tends to make a facility like El Sobrante less controversial. By constructing the Mid-County Parkway so close to El Sobrante, the landfill will be exposed to hundreds of thousands of commuters each year, causing us to lose this strategic advantage. To counter the negative public reaction that will likely accompany the public realization of our facility's location, USA Waste will be forced to expend considerably more time and money for community outreach and public education.

Currently, El Sobrante devotes one full-time employee to community outreach and public education activities in the Temescal Valley and adjacent areas. The cost of these efforts, including salaries, Adopt-A-Highway programs, school programs, monthly newsletters, and community tours exceed $190,000 per year. With the alignment of the Mid-County Parkway so close to El Sobrante, it is reasonable to assume that our efforts will double as we expand our message to reach the commuters that will be viewing our facility for the first time.

VIII. Other Costs and Compensation

We have not had the opportunity to identify fully all costs and compensation measures that we would require as part of the Offer of Cooperation. However, if the RCTC and Riverside County are committed to the current proposed alignment, we anticipate the Offer of Cooperation will need to include the following items.

1. RCTC will reimburse USA Waste for its expenses related to the permitting of the Mid-County Parkway, including but not limited to costs associated with developing the Offer of Cooperation. These expenses include legal services, consulting engineers, consulting biologists, permitting fees, USA Waste staff fees, including overhead, land and any other costs.

2. RCTC will make all payments within 30 days of receipt of an invoice or will pay a reasonable interest for late payment.

3. RCTC will indemnify, defend and hold USA Waste, its officers, directors, shareholders, agents, employees, and independent contractors free and harmless from any liability or costs related to the permitting, development, construction and operation of the Mid-County Parkway and to fully compensate USA Waste for any increased costs, reduced capacity or lost income that may result from lawsuits or from any other avenue.

4. RCTC will be solely responsible for the costs associated issuance of any needed permits for the Mid-County Parkway including its own HCP and any modifications to the El Sobrante HCP to reflect areas that are no longer the responsibility of USA Waste and with locating and purchasing any habitat to mitigate for the loss of habitat caused by the Mid-County Parkway. The acreage needed for mitigation should be of sufficient size and quality to meet the demands of the regulatory agencies.

5. RCTC will reimburse USA Waste for any mitigation and increased maintenance costs associated with damage (i.e., litter, uncontrolled access, fires) to the El Sobrante Preserve caused by the construction and related activities of the Mid-County Parkway.

6. RCTC will establish a Fire Restoration Trust Fund or endowment to provide funds in the amount of at least $3,000,000 or such as required reimbursement for the benefit of USA Waste and the California Department of Fish and Game to restore any habitat damaged on the El Sobrante Preserve by wildfires originating from the Mid-County Parkway or its vicinity. This fund will be adjusted annually by CPI and be reestablished by RCTC in the event that funds are withdrawn to mitigate fire damage.

7. RCTC will reimburse USA Waste for all costs of public outreach and public education related to the Mid-County Parkway.

8. Riverside County will amend the Second El Sobrante Landfill Agreement to compensate USA Waste for ongoing operational costs and risk. The amendments should address the adjusting the compensation mechanisms for in-county and out-of-county wastes to include the following:

    - USA Waste will be given operational control of the scale house and load check program, eliminating the monthly fee paid by USA Waste to the Riverside County Waste Management Department for the cost of operation of the scale house and load check programs associated with the delivery of out-of-county waste.

    - USA Waste will receive all "hard to handle fees" and surcharges for in-county and out-of-county wastes charged at the El Sobrante Landfill.

    - The compensation paid to USA Waste to handle in-county waste will be increased by $1.00 per ton from the rate then in effect.

- The rate increase mechanism in the Second Agreement for the compensation USA Waste receives for the disposal of In-County waste will be changed to full CPI.

- Riverside County will work cooperatively with USA Waste to develop recycling programs and processing fees for El Sobrante. USA Waste will receive all agreed upon recycling processing fees charged at El Sobrante to help fund the costs of recycling programs at El Sobrante.

- Riverside County will work cooperatively with USA Waste to define a second classification of out-of-county waste that does not impact the "most favored nation" clause (MFN) of the Second Agreement. This classification of waste will be for temporary projects such as the clean up and disposal of remediation wastes including contaminated soil, excavation of older landfills, or the removal of industrial wastes; provided that such waste streams meet all regulatory requirements for disposal at El Sobrante Landfill. If agreed upon, this classification of waste will benefit Riverside County and USA Waste by bringing in a significant source of revenue and general fund dollars from waste streams that have been diverted away from El Sobrante due to the potential impact to the MFN rate.

After you have had a chance to review this letter, we would like to schedule a meeting to discuss the contents and answer any questions you may have. Please contact me at (951) 277-5103 to schedule a meeting.

Sincerely,

Damon De Frates
Senior District Manager

Enclosures

cc: Supervisor Bob Buster, Riverside County Supervisors, 1st District
Supervisor Jeff Stone, Chairman, Riverside County Transportation Commission
Hans Kernkamp, General Manager, Riverside County Waste Management Department

SHEPPARD MULLIN
SHEPPARD MULLIN RICHTER & HAMPTON LLP
ATTORNEYS AT LAW

Four Embarcadero Center | 17th Floor | San Francisco, CA 94111-4106
415-434-9100 office | 415-434-3947 fax | www.sheppardmullin.com

Writer's Direct Line: 415-774-2972
bmoorhead@sheppardmullin.com

Our File Number: 0WBS-072938

September 12, 2007

VIA FACSIMILE AND EXPRESS MAIL

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, Third Floor
Post Office Box 12008
Riverside, California 92502-2208

Re: Supplemental Notice of Preparation for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project, SCH#2004111103

Dear Ms. Bechtel:

Sheppard Mullin Richter & Hampton represents USA Waste of California, Inc. ("USA Waste"), which owns the El Sobrante Landfill ("Landfill"). On behalf of USA Waste, we appreciate the opportunity to respond to the Supplemental Notice of Preparation of a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project (dated July 31, 2007), and for the extension you granted USA Waste to respond by September 14, 2007. The Notice of Preparation ("NOP") announces that the Riverside County Transportation Commission ("RCTC") and the Federal Highway Administration ("FHWA") are preparing a project-level Draft Environmental Impact Report/Environmental Impact Statement ("EIR/EIS") in connection with the Mid County Parkway Project ("MCP"), an east-west regional transportation facility that includes the Ramona Expressway/Cajalco Road alignment south of Lake Mathews in western Riverside County. The report is intended to satisfy the requirements of the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA").

As you are aware, USA Waste's primary concern is the probable environmental effects that the MCP will have on the implementation of the El Sobrante Multiple Species Habitat Conservation Plan ("El Sobrante HCP"). The MCP is likely to adversely impact the value of sensitive habitat that USA Waste successfully preserved and restored pursuant to the HCP. This and other concerns are set forth in greater detail below. We anticipate continuing this dialogue with RCTC throughout the preparation of the EIR/EIS to ensure the thorough assessment of the MCP's effects, and the elimination or mitigation of significant impacts on the El Sobrante HCP.

I. EL SOBRANTE HCP

The El Sobrante HCP covers land located within the Western Riverside County Multiple Species Habitat Conservation Plan ("MSHCP") Conservation Area, but its activities are governed by its own approved HCP. (See Attachment 1: Regional Location Map.) The lands covered are referred to as the HCP Plan Area, which is comprised of the Landfill and Undisturbed Open Space (referred to in this letter as the "Preserve"). The Landfill Area measures approximately 645 acres. Once it is closed, the Landfill will be restored to Riversidian sage scrub habitat according to the El Sobrante HCP. The Undisturbed Open Space, or Preserve, totals approximately 688 acres. (See Attachment 2: HCP Plan Area.)

The HCP covers two federally or state listed species, specifically the Stephens' kangaroo rat (*Dipodomys stephensi*) and the California gnatcatcher (*Polioptila californica californica*). In addition, the HCP covers twenty-nine other plant or animal species, including the Many-stemmed dudleya (*Dudleya multicaulis*). If any of these species become listed, incidental take of the species would be authorized under the incidental take permits. Covered activities include site preparation and landfill construction, waste management operations, closing and capping the landfill, maintenance and monitoring of the site, post-closure monitoring and maintenance, and HCP implementation.

The U.S. Fish & Wildlife Service ("Service") issued incidental take permits under Section 10 of the Endangered Species Act for the El Sobrante HCP on July 24, 2001. The California Department of Fish & Game ("Department") also issued Section 2081 permits in August 2001 pursuant to the California Fish & Game Code. The permits cover an 80-year time period, covering 50 years of operation of the Landfill followed by 30 years of continued monitoring of preserved and restored habitat. At the end of the 80-year term, approximately 1,305 acres will be permanently conserved as protected species habitat.

USA Waste, the Service, the Department, and Riverside County entered into the HCP Implementation Agreement (dated July 2001)("Agreement"). Under Section 7.1 of the Agreement, the County must "accept the Dedication Lands subject to a Conservation Easement which shall be reserved in favor of a Designated Grantee for mitigation under the HCP for Covered Activities." Additionally, the Agreement requires the County to cooperate with the management measures provided for in the Conservation Easement.

USA Waste placed conservation easements and recorded grant deeds in favor of the County over the Preserve lands. Paragraph 4 of the grant deed recorded as No. 079492 on February 13, 2002 states:

> [The County of Riverside] hereby covenants and agrees, for itself and its successors and assigns that Grantee and such successors and assigns shall not take any action or cause any action inconsistent with the terms of the Permits or take any action or cause an action to be

taken that would in any way impede Grantor's ability to carry out the terms of the Permits.

The breach of this covenant would grant USA Waste the right to exercise all its rights and remedies and maintain any actions to enforce the curing of the breach, subject to Paragraph 4.5 of the Implementing Agreement. Under Paragraph 4.5, the County is required indemnify USA Waste in connection with "physical damages to any property, resulting from any willful act or omission of the County, its agents and employees occurring on or about the Plan Area."

II. PROBABLE ENVIRONMENTAL EFFECTS FOR REVIEW

A. Biological Resources

The NOP states that consistency with applicable HCPs will be addressed in the EIR/EIS. It appears that all of the proposed alternatives are inconsistent with the El Sobrante HCP in that they impact the existing Preserve either directly or indirectly. In fact, the NOP acknowledges that the inconsistencies of the MCP alternatives with the El Sobrante HCP may require an amendment of the HCP, for which approval from the Service and the Department would be required. The EIR/EIS must evaluate the effects of these inconsistencies on implementation of the El Sobrante HCP, any effects of CEQA mitigation measures that might result from amending the HCP, and any provision of off-setting mitigation that might be necessary to compensate for mitigation land lost as a result of the MCP.

Section 17.2.2 of the Implementation Agreement requires amendments for all changes not originally contemplated or not otherwise agreed to by the Service, the Department, and USA Waste to be minor modifications. Section 17.2.1 requires that amendments to an HCP "follow the same process followed for the original HCP certification." This lengthy process may include public notice and potential additional environmental review, depending on the nature and scope of the amendment. Not only could an amendment trigger a new review and approval process, but it would potentially expose USA Waste to opposition and possible legal challenges from conservation groups who might oppose amendment.

Appendix G of the CEQA Guidelines, Environmental Checklist Form, identifies "[c]onflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Plan, or other approved local, regional, or state conservation plan" as a threshold of significance. Consistency with the El Sobrante HCP should be adopted or otherwise used as a significance criterion in evaluating the impacts of the MCP.

Under all of the alternatives, the MCP would conflict with and result in significant effects either directly or indirectly on the HCP. Alternative 9 poses the most significant impact by directly impacting and fragmenting the El Sobrante Preserve. These effects must be thoroughly examined in the EIR/EIS. USA Waste favors any alternative that poses no direct or indirect impacts to the Preserve. Fragmentation of the Preserve should be avoided as an activity that is inconsistent with the purposes of the conservation easements.

In particular, the fragmentation of the dudleya restoration site that could to result from Alternative 9, depending on the alignment, is of concern. The HCP required that these restoration sites be of "suitable size so that dudleya patch size and distribution will be similar to the impact site." Dudleya restoration has been successful with 30,000 to 60,000 plants in the Preserve. USA Waste favors an alternative that would avoid all direct and indirect effects to the Preserve, and ask that such an alternative be included in the EIR/EIS.

The effect of increased vehicle emissions to protected species and habitats is another potential impact of the MCP. Nitrogen deposition from vehicles and other sources tend to be destructive to serpentine habitat as well as to other sensitive aquatic and terrestrial species habitats. The Northern red diamond rattlesnake (*Crotalus ruber ruber*) is one of seven amphibian or reptile species covered by the El Sobrante HCP. These impacts should be evaluated in addition to the other air quality impacts resulting from the MCP which potentially affect Landfill operations as noted below.

In addition to the direct effects on the HCP Preserve, indirect effects resulting from the close proximity of the corridor will make managing the Preserve more challenging and expensive. Currently the HCP is not designed to address the invasive elements (i.e., weeds, trash), light or noise that the roadway would bring. In addition, we are concerned that the close proximity of high speed vehicles to the undisturbed Preserve will increase the likelihood of fires. Based on these potential impacts, the MCP might undermine the effectiveness of the El Sobrante HCP. Appropriate mitigation measures for these impacts should be identified and included in the EIR/EIS.

B. Geology and Soils

The MCP alternatives are in close proximity to the landfill's limit of disturbance. The southernmost alternative in particular is located closest to the northernmost edge of the limits of grading for the Landfill. This proximity may cause a risk of water discharge or flooding from the corridor into the Landfill's limit of disturbance. The intrusion of water into the limits of grading could require additional drainage structures and modifications to the planned footprint of the Landfill, a significant effect.

The current landfill design did not anticipate additional water discharge from the proposed impervious MCP surface or potential impacts to groundwater quality resulting from impacted storm water. Ditches have been designed and constructed where needed along the perimeter of the Landfill to intercept storm water run-on prior to contact with the refuse column. These potential impacts on the Landfill's limit of disturbance and potential impacts to the groundwater monitoring network should be examined under all alternatives, where applicable, and appropriate mitigation measures identified.

C. Air Quality

USA Waste requests that the MCP's study of air quality includes the Landfill. The EIR/EIS should address the increase in vehicles and mitigate the resultant air quality impacts along

the corridor so as not to trigger the Landfill's air quality mitigation measures and thereby adversely impact the Landfill's operation and construction activities. (See Attachment 3: Mitigation Measure AQ-11.) The effects of increased levels of NO_2 could directly conflict with operation of the Landfill. The significance of all project-related pollutant emissions must be considered. Therefore, these potential effects to the Landfill operations should be considered, and appropriate mitigation measures identified in the EIR/EIS to ensure that the MCP does not impinge on the Landfill's ability to meet its mitigation requirements.

D. Transportation/Traffic

The Project will negatively impact flow on Interstate 15 ("I-15"), which currently operates at Level of Service F. USA Waste has agreed with Riverside County to have all of the county waste management transfer trucks use only I-15 as the access corridor to the Landfill. Increased traffic due to the MCP will impact Landfill truck trips and Landfill operations. This impact should be analyzed in the EIR/EIS, and appropriate mitigation measures should be identified to ensure no direct conflict with Landfill operations.

E. Visual

The Landfill operates 24 hours a day, has night-time lighting, and will be within the view shed of corridor users. The MCP's effect and compatibility with this operation should be assessed in the EIR/EIS and mitigation identified, where appropriate, to ensure the MCP will not impair the long-term operation of the Landfill.

III. ALTERNATIVES TO BE REVIEWED

Of the proposed alternatives, Alternative 9 would have the greatest impact on the El Sobrante Preserve. It would directly impact a minimum of approximately 20 acres of the Preserve set aside for preservation of native plant and animal species. Alternative 1A, the No Project/No Action alternative, would be preferable to any alternative that impacts the Preserve or the Landfill.

The NOP states that Alternatives 2 and 3 have been removed from consideration due to "engineering feasibility issues." Each of these alternatives provided for a parkway north of Lake Mathews. These alternatives would pose no direct impacts and potentially less indirect impact to the Landfill and the Preserve areas for the El Sobrante HCP. USA Waste requests that northern alternatives be studied in detail under this EIR/EIS. In addition, a more southerly alternative that avoids all impacts to the Landfill should be considered. No such alternatives are now proposed to be studied in this EIR/EIS. Including these alternatives would comport with CEQA and NEPA requirements to examine alternatives that would reduce or eliminate significant environmental effects of the MCP.

As discussed above, impacts to the area must be thoroughly analyzed in the EIR/EIS, with appropriate mitigation identified for those alternatives that would impact the Preserve. Mitigation would include, among other measures, potential amendment of the HCP to ensure MCP

impacts to the Preserve are off-set. This measure could result in additional review and potential legal challenges.

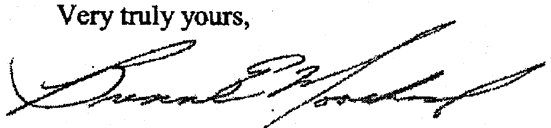
IV. CONCLUSION

We appreciate the opportunity to comment on the NOP. We request that you thoroughly review each of these concerns in the EIR/EIS and address significant impacts to the El Sobrante Landfill or Preserve with appropriate off-setting mitigation measures.

If the County chooses a preferred alternative that requires amendment of the HCP as a necessary mitigation measure, USA Waste would seek indemnification from the County for any potential lawsuits and for loss of profits resulting from amending the HCP pursuant to the El Sobrante grant deeds and the Implementation Agreement.

On behalf of USA Waste, we look forward to discussing these issues with you further. Please do not hesitate to contact us if you require information regarding the nature and scope of these potentially significant adverse impacts. Mr. Damon De Frates of USA Waste is the contact person. He can be reached at 951-277-5103 and all correspondence regarding the MCP should be sent to him at USA Waste of California, Inc., El Sobrante Landfill, 10910 Dawson Canyon Road, Corona, CA 92883.

Very truly yours,



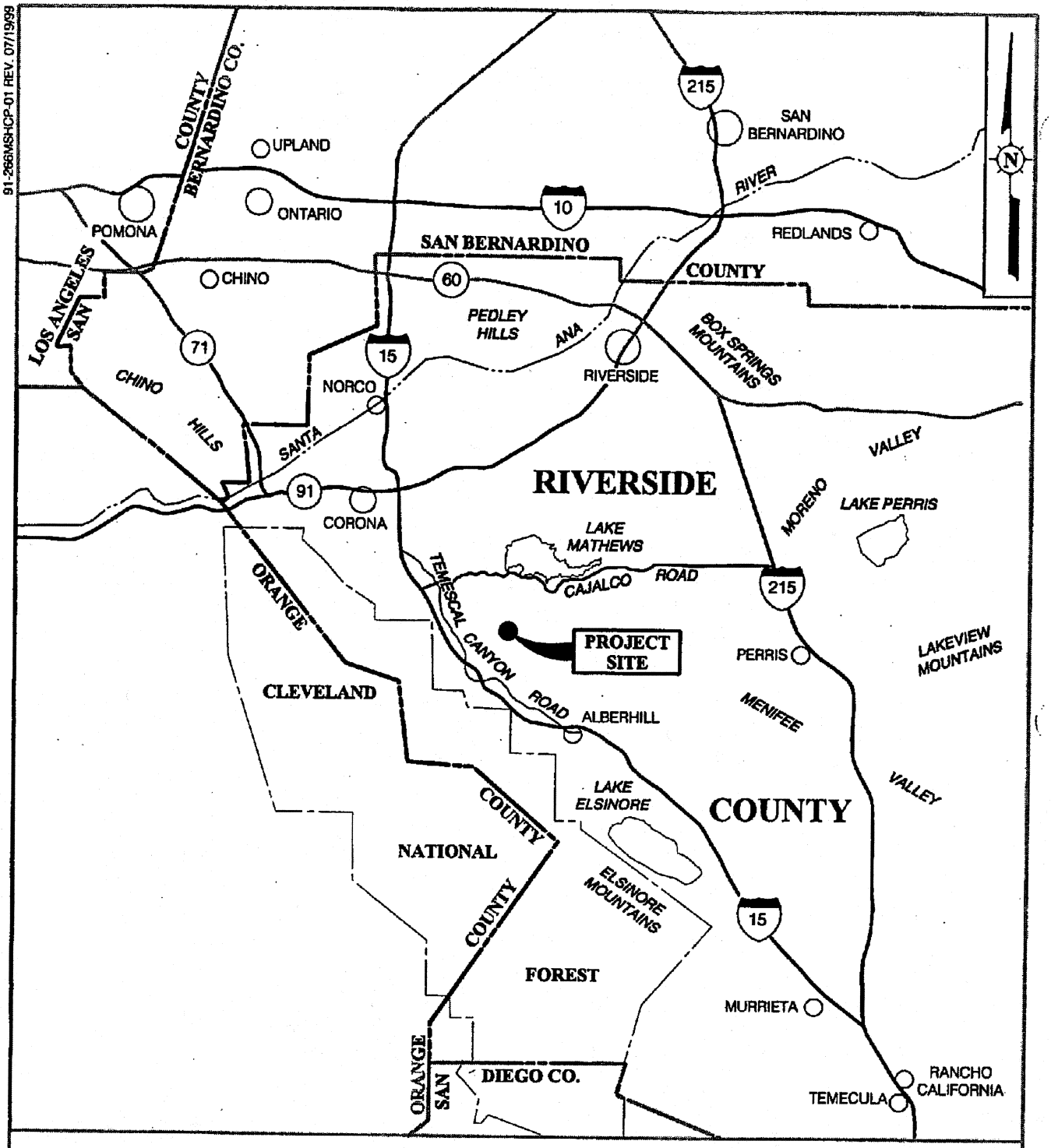
Brenna E. Moorhead

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

W02-WEST:5BM1\400422039.3

Attachments

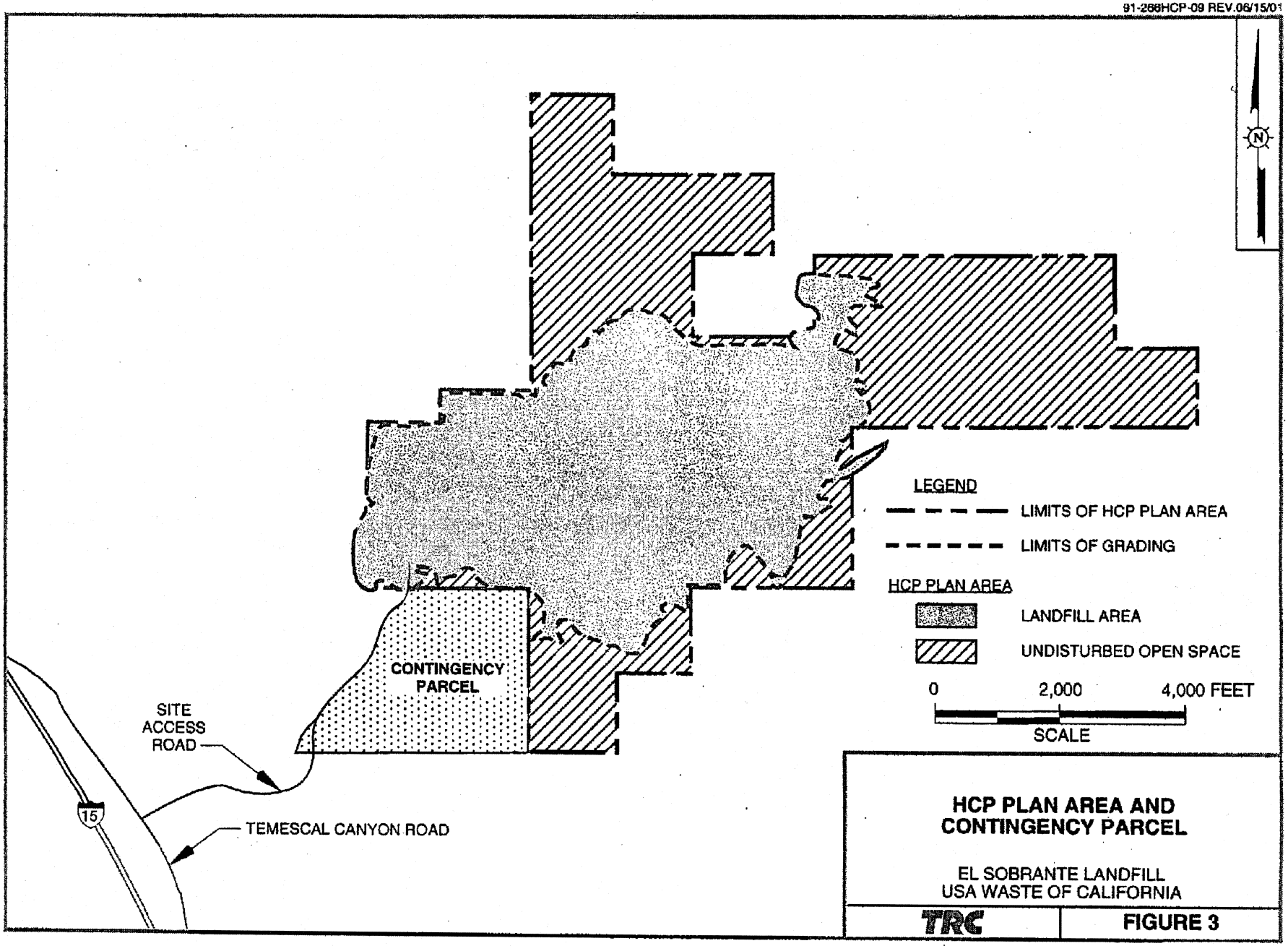
cc: Supervisor Bob Buster, Riverside County Board of Supervisors, 1st District
Damon De Frates, USA Waste of California, Inc.
Lily Quiora, Waste Management, Inc.
Robert J. Uram, Sheppard Mullin Richter & Hampton LLP



REGIONAL LOCATION MAP

EL SOBRANTE LANDFILL
WASTE MANAGEMENT, INC.

TRC | FIGURE 1.1



HCP PLAN AREA AND CONTINGENCY PARCEL

EL SOBRANTE LANDFILL
USA WASTE OF CALIFORNIA

TRC | **FIGURE 3**

MITIGATION MEASURE

AQ-11

Prior to construction and construction/operation activities, the following premonitoring measures shall be implemented to avoid or lessen boundary concentrations of NO_2: (Board of Supervisors)

- Normal landfill operations and cell construction/closure activities shall be preplanned to avoid potentially adverse alignments (both horizontally and vertically) during anticipated periods of meteorological conditions which could result in the greatest property boundary concentration.
- During periods when both disposal and construction activities are occurring; downwind property line monitoring of NO_2 shall be implemented for wind and stability conditions which could result in the highest boundary concentrations.

During construction and construction/operation activities, the following postmonitoring measures shall be implemented to avoid or lessen boundary concentrations of NO_2: (Board of Supervisors)

- If monitoring determines that the 1-hour NO_2 standard (i.e., 470 $\mu g/m^3$) is being approached (i.e., within 95 percent of the standard or approximately 450 $\mu g/m^3$), construction or cell closure activities shall be curtailed until the appropriate tiered mitigation measures can be implemented, or until adverse meteorological conditions no longer exist.
- The waste placement and/or clay preparation areas shall be moved to a preplanned alternative working location to separate emissions from clay placement construction emissions.
- Construction procedures shall be configured such that operations requiring heavy equipment do not occur simultaneously (e.g., clay placement and protective soil placement by scrapers will not be done during periods with adverse meteorological conditions).
- Construction scheduling will be slowed to reduce daily equipment usage.
- Hours of construction with designated pieces of equipment (e.g., scrapers) shall be constrained to occur outside of peak adverse meteorological conditions.

RESPONSIBLE AGENCIES:

LEA, SCAQMD

IMPLEMENTATION AND TIMING:

A. LEA and SCAQMD to review inspection reports prepared by USA Waste upon agency discretion.

B. LEA and SCAQMD to conduct onsite inspection during construction and through landfill operation upon agency discretion.

United States Department of the Interior
BUREAU OF LAND MANAGEMENT
Palm Springs-South Coast Field Office
690 West Garnet Avenue
P.O. Box 581260
North Palm Springs, CA 92258-1260
(760) 251-4800 Fax (760) 251-4899

Visit us on the Internet at
www.blm.gov/ca/palmsprings/

TAKE PRIDE IN AMERICA

OCT 12 2007

IN REPLY REFER TO:
1610
(CA660.62)

RECEIVED
OCT 15 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Mr. Eric Haley
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, California 92502-2208

Dear Mr. Haley:

Thank you for notifying the Bureau of Land Management about the proposed Mid County Parkway Project. The BLM Palm Springs-South Coast Field Office has received the Supplemental Notice of Preparation for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project, SCH#2004111103.

The Bureau of Land Management (BLM) has reviewed the Notice and would like to comment on the "alternative alignments" which specifically show encroachment onto BLM administered public lands. The BLM manages 14 parcels of public lands that would be affected by the proposed action and alternatives. These parcels are currently managed for the protection of sensitive species under the Stephens' Kangaroo Rat Habitat Conservation Plan and the Western Riverside County Multiple Species Habitat Conservation Plan. Oversight for these Habitat Conservation Plans is carried out by the Riverside County Habitat Conservation Agency (RCHCA) and the Western Riverside County Regional Conservation Authority (RCA) in cooperation with the BLM.

Based on our agreements under the Steven's Kangaroo Rat (SKR) Habitat Conservation Plan, the proposed Mid County Parkway Project and any alternatives being considered would need to stay outside of the BLM administered public lands. We have enclosed a map for your reference.

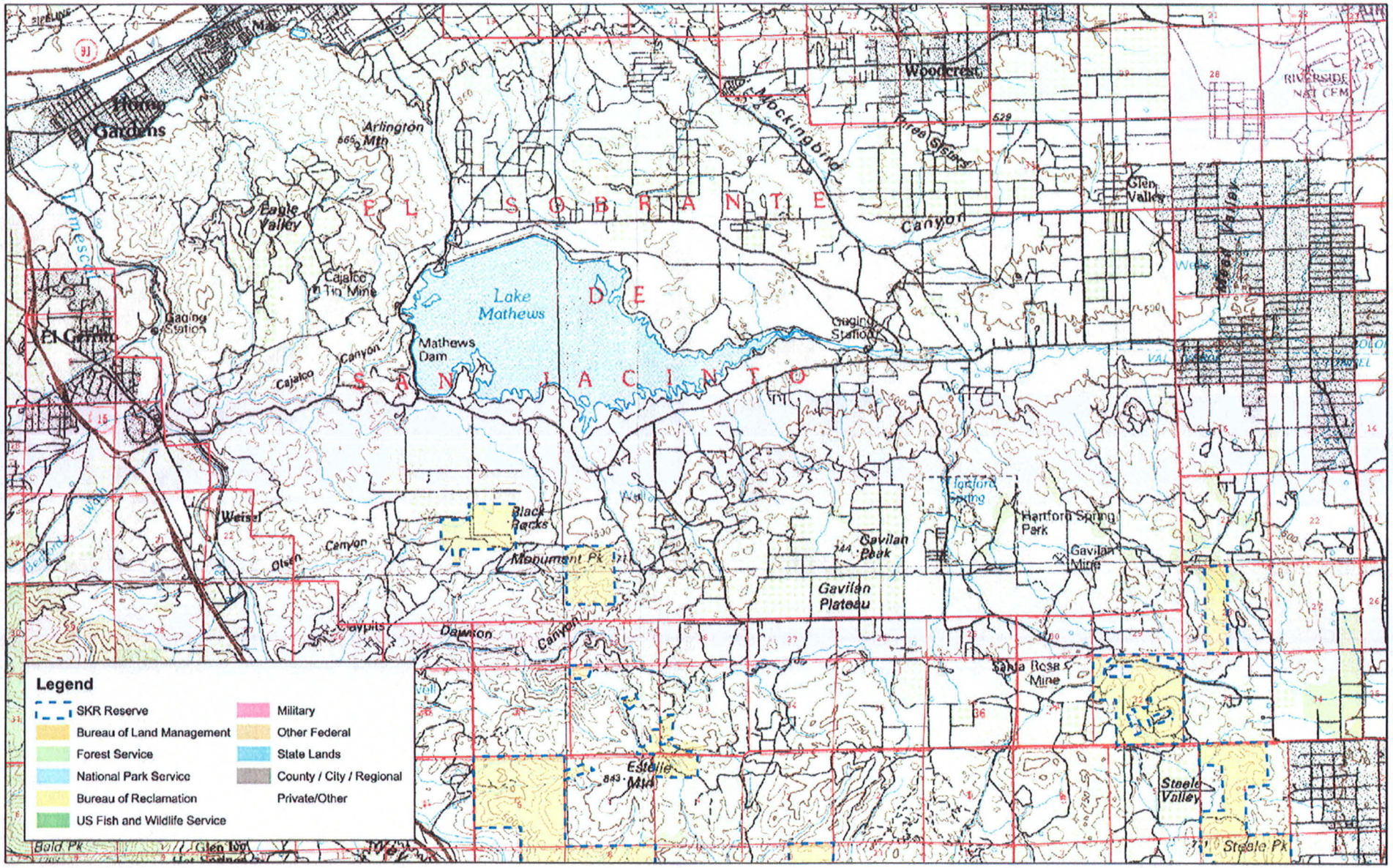
Also, the BLM would like to see the public lands incorporated into future planning documents.

If you have any additional questions, do not hesitate to contact Diane Gomez, of my staff at (760) 251-4852. Thank you for the opportunity to comment on this proposed project.

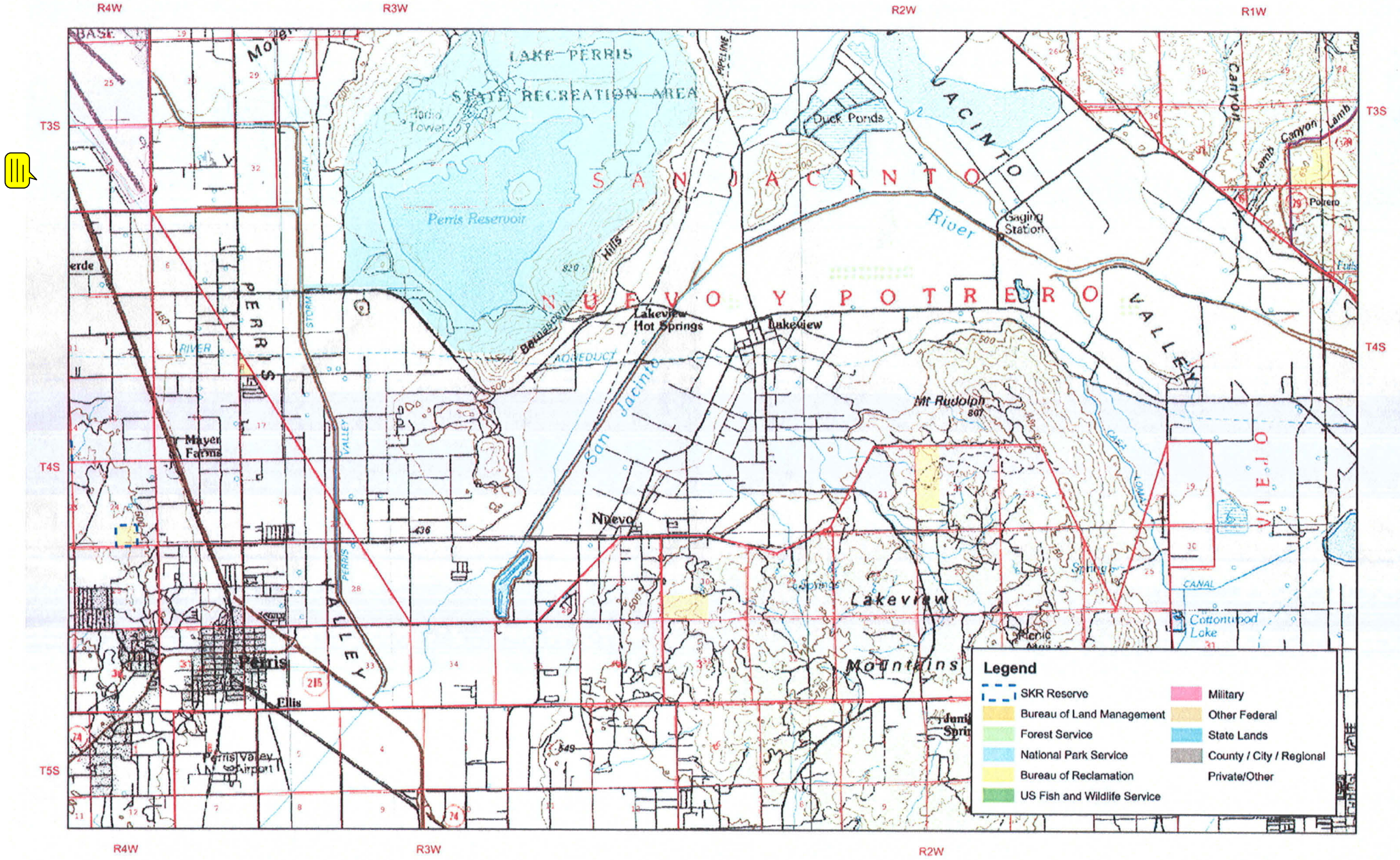
Sincerely,

John Kalish
Field Manager

This page intentionally left blank


R5W
R4W
T3S
T4S
T5S
R6W
R5W
R4W
Lake Mathews
Mathews Dam
Gaging Station
Cajalco Tin Mine
Cajalco Canyon
Eagle Valley
Arlington Mtn
Mockingbird Canyon
Woodcrest
Three Sisters
Glen Valley
Reche Canyon
Riverside National Cem
El Sobrante de San Jacinto
Weisel Canyon
Olsen Canyon
Black Rocks
Monument Pk
Gavilan Peak
Gavilan Plateau
Gavilan Mine
Hanford Spring Park
Santa Rosa Mine
Claypits Canyon
Dawson Canyon
Estelle Mtn
Steele Valley
Steele Pk
Bald Pk
Glen Ivy
Legend
SKR Reserve
Bureau of Land Management
Forest Service
National Park Service
Bureau of Reclamation
US Fish and Wildlife Service
Military
Other Federal
State Lands
County / City / Regional
Private/Other

This page intentionally left blank


R4W
R3W
R2W
R1W
T3S
T4S
T5S
LAKE PERRIS
STATE RECREATION AREA
Perris Reservoir
Duck Ponds
SAN JACINTO
River
NUEVO Y POTRERO VALLEY
Lakeview
Hot Springs
Lakeview
Mt Rudolph
807
San Jacinto
Nuevo
Lakeview
Mountains
Cottonwood
Lake
Perris
Ellis
Perris Valley
Airport
Mayer
Farms
PERRIS VALLEY
Gaging Station
Potrero
Lamb Canyon
Legend
SKR Reserve
Bureau of Land Management
Forest Service
National Park Service
Bureau of Reclamation
US Fish and Wildlife Service
Military
Other Federal
State Lands
County / City / Regional
Private/Other

This page intentionally left blank

P2302

United States Department of the Interior
BUREAU OF LAND MANAGEMENT
Palm Springs-South Coast Field Office
690 West Garnet Avenue
P.O. Box 581260
North Palm Springs, CA 92258-1260
(760) 251-4800 Fax (760) 251-4899

Visit us on the Internet at
www.blm.gov/ca/palmsprings/

TAKE PRIDE IN AMERICA

In Reply Refer To:
2000 (P)
CA-660.40

MAY 12 2008

Cathy Bechtel
Project Development Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

RECEIVED
MAY 14 2008
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Subject: Mid County Parkway Project

Dear Ms. Bechtel:

Thank you for your letter of April 21, 2008, addressing the Bureau of Land Management's (BLM) concerns with regard to the potential for the proposed Mid County Parkway project to encroach upon 14 parcels of land managed by the Bureau of Land Management (BLM). As we have noted previously, these parcels are currently managed for the protection of sensitive species under the Stephens' Kangaroo Rat Habitat Conservation Plan (HCP) and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Oversight for these HCPs is carried out by the Riverside County Habitat Conservation Agency (RCHCA) and the Western Riverside County Regional Conservation Authority (RCA).

We appreciate the opportunity for BLM staff to meet with you, RCHCA staff, and your project consultants to help better understand the Mid County Parkway project and to share our concerns and interests with you directly. As requested in your letter, we are providing our written concurrence with the following points agreed to in the meeting of April 2, 2008:

1. The BLM South Coast Resource Management Plan adopted in 1994 would not prohibit consideration of the Mid County Parkway project encroaching within BLM lands.
2. Any potential encroachment of the Mid County Parkway project into BLM lands shall be clearly acknowledged and disclosed in the Mid County Parkway EIR/EIS.
3. Mitigation for encroachment of the Mid County Parkway project into the BLM managed parcels within the Stephens' Kangaroo Rat HCP reserve lands shall be provided by RCTC in accordance with the provisions of the Stephens' Kangaroo Rat HCP (1:1 replacement of any occupied

B.01.09.02

Stephens' Kangaroo Rat habitat) and subject to approval of the RCHCA, U.S. Fish and Wildlife Service, and California Department of Fish and Game. BLM will defer to RCHCA on the acceptability of the mitigation lands.

4. RCTC will submit an application to BLM for this right-of-way encroachment (Standard Form 299 – Application for Transportation and Utility Systems and Facilities on Federal Lands) along with the necessary filing fees in accordance with BLM's cost recovery regulations.

We look forward to continuing to work with RCTC, RCHCA, and RCA as you move forward on the Mid County Parkway project. Please continue to coordinate with Michael Bennett who can be reached at (760) 251-4839.

Sincerely,

John R. Kalish
Field Manager

70223 CB, GQ

Riverside County Habitat Conservation Agency

A Joint Powers Authority

December 20, 2004

RECEIVED
DEC 27 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

RCHCA Board of Directors

City of Corona
Eugene Montanez

City of Hemet
Robin Reeser Lowe
Chairperson

City of Lake Elsinore
Bob Schiffner

City of Moreno Valley
William H. Batey II

City of Murrieta
Kelly Seyarto

City of Perris
Mark Yarbrough
Vice-Chair

City of Riverside
Ed Adkison

County of Riverside
Supervisor Bob Buster

City of Temecula
Steve Brown

Executive Director
Carolyn Syms Luna

General Counsel
Karin Watts-Bazan
Deputy County Counsel

Dear Ms. Bechtel:

Subject: Notice of Preparation for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project

Thank you for providing the RCHCA with the opportunity to review and comment on the Notice of Preparation for the Mid County Parkway EIS/EIR. The following items constitute our comments at this time:

1. Construction of the routes depicted in Alternatives 2-6 may result in varying degrees of impact to the Lake Mathews Stephens' Kangaroo Rat (SKR) Reserve. Similarly, expansion of Cajalco Road south of Lake Perris may have the potential to affect the San Jacinto/Lake Perris SKR Reserve. The relative impacts to both reserves will need to be quantified and analyzed in the EIS/EIR. The resulting mitigation measures will need to be consistent with the SKR Habitat Conservation Plan (SKR HCP).

2. The SKR HCP provides for the construction of public facilities in core reserves (see attached excerpt from the SKR HCP). Such facilities can include, but are not limited to transportation improvements. Construction of these facilities will require the sponsoring agency to mitigate on a 1:1 basis for all SKR occupied habitat disturbed as a result of the project. The location of the replacement acreage is subject to approval by the U.S. Fish and Wildlife Service and the California Department of Fish and Game.

The RCHCA looks forward to discussing this matter with you further and commenting on the draft EIS/EIR when it is released for public review. If you have any questions concerning this matter, please contact me at 955-6892.

Sincerely,

Kristi Lovelady

Kristi Lovelady,
Administrative Manager

Attachment

xc: Robin Reeser Lowe, RCHCA Chairperson
Kelley Seyarto, RCHCA Vice Chairperson
Carolyn Syms-Luna, RCHCA Executive Director
Tony Carstens, TLMA Director
Ron Rempel, RCA General Manager
Karin Watts-Bazan, RCHCA Legal Counsel

4080 Lemon Street, 12th Floor * Riverside, California 92501 * (909) 955-6625
P. O. Box 1605 * Riverside, California 92502-1605 * FAX (909) 955-6879

B.1.9.2.1

improvement to the property line of the parcel on which the improvement is located is less than the distance required to be cleared, the adjacent owner, lessee, or RCHCA member agency will be permitted to clear an area on his/her property sufficient to establish the required fire break.

Vacant Unimproved Property

For vacant unimproved property, owners or their lessees and RCHCA member agencies will be permitted to clear all flammable vegetation down to bare mineral soil using methods, including discing, to establish a fire break at the property line of up to 100 feet. Property owners or their lessees and RCHCA member agencies will be permitted to exceed this 100-foot width if such a fire break is deemed necessary by the local fire department to protect public safety and welfare.

Property owners or their lessees and the member agencies will not be required to perform SKR surveys or pay SKR mitigation fees as a condition precedent to performance of these fire protection activities. It is understood that the conservation provisions of this HCP will provide mitigation for incidental take of SKR resulting from these fire prevention activities.

In order to minimize potential impacts to SKR, any weed abatement notice or hazard reduction notice issued for property within an area known or believed to be occupied by SKR will recommend use of shallow discing (i.e., depths of five inches or less) when possible.

The above fire prevention activities are more fully described in a separate Cooperative Agreement recently executed among the USFWS, CDFG, and all eight member agencies of the RCHCA.

s. *Public Facility Improvements*

In order to carry out their responsibility to ensure the health, safety, and welfare of the general public, public agencies in the HCP area must maintain their ability to construct public facilities identified in General Plans, Transportation Improvement Plans, Capital Improvement Plans, and other adopted documents. Accordingly, under the terms of this HCP public agencies will be permitted to construct public facilities including, but not limited to, the following:

1. Construction of public roadways to their ultimate width as identified in adopted General Plans;

2. Construction of improvements identified in adopted local Transportation Improvement Programs;

3. Construction of cooperative projects undertaken between public agencies in the HCP area and other cities, counties, water districts, Caltrans, the U.S. Army Corps of Engineers, and any other federal and State agencies, and;

4. Construction of other public facilities and projects identified in adopted local General Plans or Capital Improvement Programs.

Construction of the above public facilities will be permitted in core reserves provided that the sponsoring agenc(y)(ies) mitigate on a 1:1 basis for all SKR occupied habitat disturbed as a result of the project. Specifically, for each acre of SKR occupied habitat disturbed in a core reserve, the sponsoring agency will acquire and permanently

dedicate to SKR conservation a replacement acre of SKR occupied habitat. The location of such replacement acreage will be subject to approval by USFWS and CDFG.

For purposes of this section, public facilities shall include all public improvements, public services, and community amenities.

t. Public Facility Operations and Maintenance Activities

As a final category of public safety and welfare measures, this HCP is intended to allow RCHCA member agencies, MWD and other water agencies, flood control districts, utility companies, and other public entities to conduct those activities necessary to operate and maintain public facilities located throughout the plan area. Such facilities include, but are not limited to: publicly maintained roads and their rights-of-way; flood control facilities; landfills and related operations; public buildings; schools; water storage, treatment, and transmission facilities; sewerage transmission and treatment facilities; reclaimed water storage and transmission facilities; public parks, and; utility pipelines and transmission lines.

This provision includes only public facilities located within the HCP area, and is intended to cover those activities necessary for their operation and maintenance. Such activities include, but are not limited to: grading and paving of public roadway surfaces and road shoulders; regular covering of landfills and appurtenant earth movement; clearance of flood control channels and operation of flood control facilities; regular upkeep of buildings and grounds; monitoring and repair of water storage, treatment, and transmission facilities, sewerage transmission and treatment facilities, reclaimed water storage and transmission facilities, gas and electric distribution lines and operations buildings.

Operation and maintenance of MWD facilities in the Lake Mathews and Lake Skinner core reserves are addressed in detail in the MWD/RCHCA Southwestern Riverside County MSHCP and Lake Mathews MSHCP. Within MWD lands contained in the core reserves, the terms and conditions of those MSHCP's will not be superseded by this HCP.

More detailed information concerning public facility operations and maintenance activities authorized under this HCP is presented in *Appendix F.*

u. Agricultural Operations

In general, dryland farming occurring in the HCP area has been shown not to be incompatible with SKR. The species is known to coexist with ongoing agricultural operations in several portions of the HCP area. Given that situation and the tremendous importance of agriculture to the economy of western Riverside County, this HCP intends to facilitate the continuation of farming in the plan area. Bona fide agricultural operations located in the HCP area will not be required to perform SKR biological surveys. Additionally, take of SKR occurring incidental to agricultural operations will be permitted under this HCP.

For the purposes of this HCP determinations of bona fide agricultural operations will be made by the Riverside County Agricultural Commissioner.

v. HCP Participation by Land Owners Outside of Plan Area

During the process of developing this HCP the RCHCA was requested to develop a procedure under which individuals in Riverside County who own land outside its

P2302

83871 CB,
GQ, MM

Riverside County Habitat Conservation Agency

A Joint Powers Authority

May 5, 2008

RECEIVED
MAY 07 2008
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

RCHCA
Board of Directors

City of Corona
Eugene Montanez
Vice-Chair

City of Hemet
Robin Reeser Lowe

City of Lake Elsinore
Bob Schiffner

City of Moreno Valley
William H. Batey II

City of Murrieta
Gary Thomasian

City of Perris
Mark Yarbrough
Chairperson

City of Riverside
Mike Gardner

County of Riverside
Supervisor Bob Buster

City of Temecula
Steve Brown

Executive Director
Carolyn Syms Luna

General Counsel
Karin Watts-Bazan
Deputy County Counsel

Ms. Cathy Bechtel
Project Development Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Subject: Mid County Parkway Project

Dear Ms. Bechtel:

This letter is in response to your letter of April 21, 2008, that summarizes a meeting held on April 2, 2008, to address the Bureau of Land Management's (BLM) concerns regarding the proposed Mid County Parkway project.

Because of the potential impact to BLM lands that are located within the Stephens' kangaroo rat (SKR) Lake Mathews Core Reserve, the Riverside County Habitat Conservation Agency (RCHCA) was asked to participate in the meeting.

As requested in your letter, we are providing written concurrence to the approval process discussed at the meeting, described in Item 3 of your letter and included herein as:

> *Mitigation for encroachment of the Mid County Parkway project into the BLM managed parcels within the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) reserve lands shall be provided by RCTC in accordance with the provisions of the SKR HCP (1:1 replacement of any occupied SKR habitat) and subject to approval of the RCHCA, U.S. Fish and Wildlife Service, and California Department of Fish and Game. BLM will defer to RCHCA on the acceptability of the mitigation lands.*

Please feel free to contact us if we can be of any further assistance.

Sincerely,

Carolyn Syms Luna

Carolyn Syms Luna
Executive Director

CSL:GB:kh

4080 Lemon Street, 12th Floor • Riverside, California 92501 • (951) 955-6097
P.O. Box 1605 • Riverside, California 92502-1605 • Fax (951) 955-0090

B.01.09.02

Appendix C Title VI Policy Statement

This page intentionally left blank

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086

Flex your power!
Be energy efficient!

January 14, 2005

TITLE VI
POLICY STATEMENT

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

WILL KEMPTON
Director

"Caltrans improves mobility across California"

This page intentionally left blank

Appendix D Summary of Relocation Benefits

D.1 California Department of Transportation Relocation Assistance Program

D.1.1 Relocation Assistance Advisory Services

The California Department of Transportation (Caltrans) will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of Caltrans' acquisition of real property for public use. Caltrans will assist residential displacees in obtaining comparable decent, safe and sanitary replacement housing by providing current and continuing information on sales price and rental rates of available housing. Non-residential displacees will receive information on comparable properties for lease or purchase.

Residential replacement dwellings will be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, displaces will be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex or national origin, and are consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and state assisted housing programs, and any other known services being offered by public and private agencies in the area.

D.1.2 Residential Relocation Payments Program

D.1.2.1 Residential

Moving Costs

Any displaced person who was "lawfully" in occupancy of the acquired property regardless of the length of occupancy in the property acquired will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 80 kilometers (50 miles), a moving service authorization, or a fixed payment based on a fixed moving cost schedule which is determined by the number of furnished or unfurnished rooms of the displacement dwelling.

Purchase Supplement

In addition to moving and related expenses payments, fully eligible homeowners may be entitled to payments for increased costs of purchasing replacement housing.

Homeowners who have owned and occupied their property for 180 days prior to the date of the first written offer to purchase the property, may qualify to receive a price differential payment equal to the difference between Caltrans' offer to purchase their property and the price of a comparable replacement dwelling, and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. Also the interest differential must be based upon the "lesser of" either the loan on the displacement property or the loan on the replacement property. The maximum combination of these three supplemental payments that the owner-occupants can receive is $22,500. If the calculated total entitlement (without the moving payments) is in excess of $22,500, the displacee may qualify for the Last Resort Housing described below.

Rental Supplement

Tenants who have occupied the property to be acquired by Caltrans for 90 days or more and owner-occupants who have occupied the property 90 to 180 days prior to the date of the first written offer to purchase may qualify to receive a rental differential payment. This payment is made when Caltrans determines that the cost to rent a comparable and "decent, safe and sanitary" replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the eligible occupant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitation noted below under the "Down Payment" section (see below). The maximum amount of payment to any tenant of 90 days or more and any owner-occupant of 90 to 179 days, in addition to moving expenses, will be $5,250. If the calculated total entitlement for rental supplement exceeds $5,250, the displacee may qualify for the Last Resort Housing Program described below.

The rental supplement of $7,500 or less will be paid in a lump sum, unless the displacee requests that it be paid in installments. The displaced person must rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the

date Caltrans takes legal possession of the property, or from the date the displacee vacates Caltrans acquired property, whichever is later.

Down Payment

Displacees eligible to receive a rental differential payment may elect to apply it to a down payment for the purchase of a comparable replacement dwelling. The down payment and incidental expenses cannot exceed the maximum payment of $5,250, unless the Last Resort Housing Program is indicated. The one-year eligibility period in which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24.404) contain the policy and procedure for implementing the Last Resort Housing Program on federal aid projects. In order to maintain uniformity in the program, Caltrans has also adopted these federal guidelines on non-federal-aid projects. Except for the amounts of payments and the methods in making them, last resort housing benefits are the same as those benefits for standard relocation as explained above. Last resort housing has been designed primarily to cover situations where available comparable replacement housing, or when their anticipated replacement housing payments, exceed the $2,520 and $22,500 limits of the standard relocation procedures. In certain exceptional situations, last resort housing may also be used for tenants of less than 90 days.

After the first written offer to acquire the property has been made, Caltrans will, within a reasonable length of time, personally contact the displacees to gather important information relating to:

- Preferences in area of relocation.
- Number of people to be displaced and the distribution of adults and children according to age and sex.
- Location of school and employment.
- Special arrangements to accommodate any handicapped member of the family.
- Financial ability to relocate into comparable replacement dwelling, which will house all members of the family decently.

The above explanation is general in nature and is not intended to be a complete explanation of relocation regulations. Any questions concerning relocation should be addressed to Caltrans. Any persons to be displaced will be assigned a relocation advisor who will work closely with each displacee in order to see that all payments

and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments.

D.1.2.2 Mobile Home

A mobile home generally refers to single, double or triple wide mobile home units. It does not include manufactured homes that are permanently affixed to the realty, as these are treated as single family dwellings. However, it can include certain trailers or recreational vehicles that are a primary residence depending on how they are permanently affixed to the real property.

If the mobile home is not acquired by Caltrans, the owner (regardless of who occupies it) of a mobile home is eligible for a payment to move the mobile home to a replacement piece of land based on an actual cost basis. This includes the cost to dissemble, move and reassemble any porches, decks, skirting and/or awnings. Additional costs may be eligible for reimbursement if Caltrans determines they are "actual, reasonable and necessary."

Moving Cost

Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule.

Replacement Housing Payments

180-Day Owner-Occupant

If you qualify as a 180-day owner occupant, you may be eligible—in addition to the fair market value of your property—for a RHP that consists of a Price Differential, Mortgage Differential and/or Incidental Expenses.

Price Differential

The Price Differential payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment will assist you in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling. Caltrans will compute the maximum payment you may be eligible to receive. In order to receive the full amount of the calculated price differential, you must spend at least the amount calculated by Caltrans on a replacement property.

Mortgage Differential

The Mortgage Differential payment will reimburse your for any increased mortgage interest costs you might incur because the interest rate on your new mortgage for the real property, or the loan obtained for just the mobile home unit, exceeds the interest rate on the property acquired by Caltrans The payment computation is complex because it is based on prevailing rates, your existing loan and your new loan. Also, a part of this payment may be prorated such as reimbursement for a portion of your loan origination fees and mortgage points. To be eligible to receive this payment, the acquired property must have been encumbered by a bona fide mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

Incidental Expenses

You may also be reimbursed for any actual and necessary Incidental Expenses that you incur in relation to the purchase of your replacement property. These expenses may be those costs for title search, recording fees, credit report, appraisal report, and certain other closing costs associated with the purchase of property. You may also be eligible for certain costs related to the purchase of a new mobile home, such as sales tax or use tax payments, DMV title transfer fees, or building and transportation permits. You will not be reimbursed for any recurring costs such as prepaid real estate taxes and property insurance.

If the total amount of your RHP (Price Differential, Mortgage Differential and Incidental Expenses) exceeds $22,500, the payment must be deposited directly into an escrow account or paid directly to the mortgage company.

90-Day Owner-Occupant

If you qualify as a 90-day occupant (either as an owner or tenant), you may be eligible for a RHP in the form of a Rent Differential. Remember – it is your status in the mobile home unit that determines your "occupancy."

Rent Differential

The Rent Differential payment is designed to assist you in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based on the difference between the base monthly Rent for the property acquired by Caltrans (including average monthly cost for utilities) and the lesser of:

a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by Caltrans, or

b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwelling that you actually rent as a replacement dwelling.

In order to receive the full amount of the calculated Rent Differential, you must spend at least the amount calculated by Caltrans on a replacement property. This payment may – with certain limitations – be converted to a Down Payment Option to assist you in purchasing a replacement property.

Down Payment Option

The Down Payment is a direct conversion of the Rent Differential payment. If the Caltrans calculated Rent Differential is between $0 and $5,250, your Down Payment will be $5,250 which can be used towards the purchase of a replacement decent, safe and sanitary dwelling. If the Rent Differential is over $5,250, you may be able to convert the entire amount of the Rent Differential to a Down Payment option.

The Down Payment option must be used for the required Down Payment, which is usually a percentage of the entire purchase price, plus any eligible incidental expenses related to the purchase of the property. You must work closely with your Relocation Agent to ensure you can utilize the full amount of your Down Payment option towards the purchase.

Last Resort Housing

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced. In such cases, Caltrans will utilize a method called Last Resort Housing. Last Resort Housing allows Caltrans to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. Caltrans can also pay above the statutory limits of $5,250 and $22,500 in order to make available housing affordable.

D.1.3 The Business and Farm Relocation Assistance Program

The Business and Farm Relocation Assistance Program provides aid in locating suitable replacement property for the displacee's farm or business, including, when requested, a current list of properties offered for sale or rent. In addition, certain types

of payments are available to businesses, farms, and non-profit organizations. These payments may be summarized as follows:

- Reimbursement for the actual direct loss of tangible personal property incurred as a result of moving or discontinuing the business in an amount not greater than the reasonable cost of relocating the property.
- Reimbursement up to $1,000 of actual reasonable expenses in searching for a new business site.
- Reimbursement up to $10,000 of actual reasonable expenses related to the reestablishment of the business at the new location
- Reimbursement of the actual reasonable cost of moving inventory, machinery, office equipment and similar business-related personal property, including dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting personal property.
- Payment "in lieu" of moving expense is available to businesses which are expected to suffer a substantial loss of existing patronage as a result of the displacement, or if certain other requirements such as inability to find a suitable relocation site are met. This payment is an amount equal to the average annual net earnings for the last two taxable years prior to relocation. Such payment may not be less than $1,000 and not more than $20,000.

D.1.4 Additional Information

No relocation payment received will be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments will not be required to move unless at least one comparable "decent, safe and sanitary" replacement residence, open to all persons regardless of race, color, religion, sex or national origin, is available or has been made available to them by the state.

Any person, business, farm or non-profit organization, which has been refused a relocation payment by Caltrans, or believes that the payments are inadequate, may

appeal for a hearing before a hearing officer or Caltrans' Relocation Assistance Appeals Board. No legal assistance is required; however, the displacee may choose to obtain legal council at his/her expense. Information about the appeal procedure is available from the Caltrans' Relocation Advisors.

The information above is not intended to be a complete statement of all of Caltrans' laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of the Caltrans' relocation programs.

D.1.5 Important Notice

To avoid loss of possible benefits, no individual, family, business, farm or non-profit organization should commit to purchase or rent a replacement property without first contacting a Caltrans of Transportation relocation advisor at:

State of California
Caltrans of Transportation, District # 8
464 West 4th Street
San Bernardino, CA 92401

Attachment A Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Residential) 2007

This page intentionally left blank

Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Residential) 2007

Caltrans

California Department of Transportation

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

> To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Comparable Replacement: means a dwelling which is:

(1) Decent, safe, and sanitary. (See definition below)

(2) Functionally equivalent to the displaced dwelling.

(3) Adequate in size to accommodate the family being relocated.

(4) In an area not subject to unreasonable adverse environmental conditions.

(5) In a location generally not less desirable than the location of your displacement dwelling with respect to public utilities and commercial and public facilities, and reasonably accessible to the place of-employment.

(6) On land that is typical in size for residential development with typical improvements.

Decent, Safe and Sanitary (DS&S): Replacement housing must be decent, safe, and sanitary...which means it meets all of the minimum requirements established by federal regulations and conforms to applicable housing and occupancy codes. The dwelling shall:

(1) Be structurally sound, weather tight, and in good repair.

(2) Contain a safe electrical wiring system adequate for lighting and other devices.

(3) Contain a heating system capable of sustaining a healthful temperature (of approximately 70 degrees) for a displaced person, except in those areas where local climatic conditions do not require such a system.

(4) Be adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced person. The Caltrans policy is that there will be no more than 2 persons per room unless the room is of adequate size to accommodate the normal bedroom furnishings for the occupants.

(5) Have a separate, well-lighted and ventilated bathroom that provides privacy to the user and contains a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and to a sewage drainage system.

Note: In the case of a housekeeping dwelling, there shall be a kitchen area that contains a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, and adequate space and utility service connections for a stove and refrigerator.

(6) Contains unobstructed egress to safe, open space at ground level. If the replacement dwelling unit is on the second story or above, with access directly from or through a common corridor, the common corridor must have at least two means of egress.

(7) For a displaced person who is handicapped, be free of any barriers which would preclude reasonable ingress, egress, or use of the dwelling by *such displaced person.*

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Residents **not lawfully present** in the United States are not eligible to receive relocation payments and assistance

Relocation benefits will vary, depending upon the type and length of occupancy. As a residential displacee, you will be classified as either a:

- An owner occupant of a residential property (includes mobile homes)
- A tenant occupant of a residential property (includes mobile homes and sleeping rooms)

Dwelling: The place of permanent or customary and usual residence of a person, according to local custom or law, including a single family house; a single family unit in a two-family, multi-family, or multi-purpose property; a unit of a condominium or cooperative housing project; a non-housekeeping unit; a mobile home; or any other residential unit.

Owner: A person is considered to have met the requirement to own a dwelling if the person purchases or holds any of the following interests in real property:

(1) Fee title, a life estate, a land contract, a 99-year lease, oral lease including any options for extension with at least 50 years to run from the date of acquisition; or

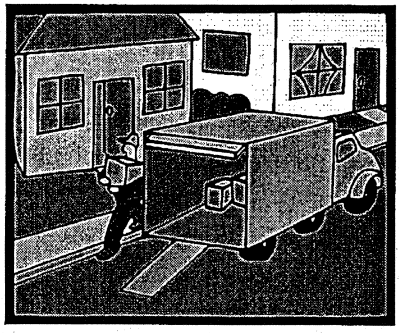
(2) An interest in a cooperative housing project which includes the right to occupy a dwelling; or

(3) A contract to purchase any interests or estates; or

(4) Any other interests, including a partial interest, which in the judgment of the agency warrants consideration as ownership.

Tenant: A person who has the temporary use and occupancy of real property owned by another.

Moving Expenses



If you qualify as a displaced person, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. The methods of moving and the various types of moving cost payments are explained. Below.

Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule. However, to ensure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs - You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses may include:

- Transportation
- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.
- Temporary storage of personal property.
- Insurance while property is in storage or transit.

OR

Fixed Moving Cost Schedule - You may be paid on the basis of a fixed moving cost schedule. Under this option, you will not be eligible for reimbursement of related expenses listed above. The fixed schedule is designed to cover such expenses.

Examples (Year 2005 Rate):
4 Rooms - $ 950
7 Rooms - $1,550

If the furniture is *moved* with the mobile home, the amount of the fixed payment is based on Schedule B.

Examples (Year 2005 Rate):
4 Rooms - $1,175
7 Rooms - $1,900

Under the Fixed *Move* Schedule for a furnished unit (e.g. you are a tenant of an apartment that is furnished by your landlord) is based on Schedule B.

Example (Year 2005 Rate):
1 Room - $400

Under the Fixed *Move* Schedule, you will not receive any additional payments for temporary storage, lodging, transportation or utility hook-ups.

Replacement Housing Payments

The type of Replacement Housing Payment (RHP) depends on whether you are an owner or a tenant, and the length of occupancy in the property being acquired.

If you are a qualified **owner occupant** of more than 180 days prior to the initiation of negotiations for the acquisition of your property, you may be entitled to a RHP that consists of:

Price Differential, and

Mortgage Differential, and

Incidental Expenses;

OR

Rent Differential

If you are a qualified **owner occupant** of more than 90 days but less than 180 days, OR you are a qualified **tenant occupant** of at least 90 days, you may be entitled to a RHP as follows:

Rent Differential

OR

Downpayment Option

Length of occupancy simply means counting the number of days that you actually occupied a dwelling before the date of initiation of negotiations by Caltrans for the purchase of the property. The term "initiation of negotiations" means the date Caltrans makes the first personal contact with the owner of real property, or his/ her representative, to give him/her a written offer for the property to be acquired.

Note: If you have been in occupancy less than 90 days before the initiation of negotiations and the property is subsequently acquired, or if you move onto the property after the initiation of negotiations and you are still in occupancy on the date of acquisition, you may or may not be eligible for a Replacement Housing Payment. Check with your Relocation Agent before you make any decision to vacate your property.

For Owner Occupants of 180 Days or More

If you qualify as a 180-day owner occupant, you may be eligible -- in addition to the fair market value of your property -- for a Replacement Housing Payment that consists of a Price Differential, Mortgage Differential and/or Incidental Expenses.

The **Price Differential** payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment will assist you in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling. Caltrans will compute the maximum payment you may be eligible to receive.

In order to receive the full amount of the calculated price differential, you must spend at least the amount calculated by Caltrans on a replacement property

The **Mortgage Differential** payment will reimburse your for any increased mortgage interest costs you might incur because the interest rate on your new mortgage exceeds the interest rate on the property acquired by Caltrans The payment computation is complex as it is based on prevailing rates, your existing loan and your new loan. Also, a part of this payment may be prorated such as reimbursement for a portion of your loan origination fees and mortgage points.

To be eligible to receive this payment, the acquired property must have been encumbered by a bona fide mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

You may also be reimbursed for any actual and necessary **Incidental Expenses** that you incur in relation to the purchase of your replacement property. These expenses may be those costs for title search, recording fees, credit report, appraisal report, and certain other closing costs associated with the purchase of property. You will not be reimbursed for any recurring costs such as prepaid real estate taxes and property insurance.

If the total amount of your **Replacement Housing Payment** (Price Differential, Mortgage Differential and Incidental Expenses) exceeds $22,500, the payment must be deposited directly into an escrow account or paid directly to the mortgage company.

EXAMPLES OF PRICE DIFFERENTIAL PAYMENT COMPUTATION:

Assume that Caltrans purchases your property for $98,000. After a thorough study of available, decent, safe and sanitary dwellings on the open market, Caltrans determines that a comparable replacement property will cost you $100,000. If your purchase price is $100,000, you will receive $2,000 *(see Example A).*

If your actual purchase price is more than $100,000, you pay the difference (see *Example B).* If your purchase price is less than $100,000, the differential payment will be based on actual costs *(see Example C).*

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Property and Mobile Home	$100,000
Acquisition Price of Your Property and Mobile Home	-$ 98,000
Maximum Price Differential	$ 2,000

Example A

Purchase Price of Replacement	$100,000
Comparable Replacement Property	$100,000
Acquisition Price of Your Property	-$ 98,000
Maximum Price Differential	$ 2,000

Example B

Purchase Price of Replacement Property	$105,000
Comparable Replacement Property	$100,000
Acquisition Price of Your Property	$ 98,000
Maximum Price Differential	$ 2,000
You Must Pay the Additional	$ 5,000

Example C

Comparable Replacement Property	$100,000
Purchase Price of Replacement	$ 99,000
Acquisition Price of Your Property	$ 98,000
Price Differential	$ 1,000

In Example C you will only receive $1,000 - not the full amount of the Caltrans "Comparable Replacement Property" because of the "Spend to Get" requirements.

IN ORDER FOR A "180 DAY OWNER OCCUPANT" TO RECEIVE THE FULL AMOUNT OF THEIR REPLACEMENT HOUSING *PAYMENT* *(Price Differential, Mortgage Differential and Incidental Expenses)*, **you must:**

A) Purchase and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the closing of escrow on State's acquisition),

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" for a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. Also, you will also receive at least 90 days' written notice before you must move.

For Owner Occupants and Tenants of 90 Days or More

If you qualify as a 90-day occupant (either as an owner or tenant), you may be eligible for a Replacement Housing Payment in the form of a Rent Differential.

The **Rent Differential** payment is designed to assist you in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based on the difference between the base monthly Rent for the property acquired by Caltrans (including average monthly cost for utilities) and the lesser of:

a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by Caltrans, **OR**

b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwelling that you actually rent as a replacement dwelling.

Utility costs are those expenses you incur for heat, lights, water and sewer - regardless of the source (e.g. electricity, propane, and septic system). It does not include garbage, cable, telephone, or security. The utilities at your property are the average costs over the last 12 months. The utilities at the comparable replacement property are the estimated costs for the last 12 months for the type of dwelling and area used in the calculation.

This difference is multiplied by 42 months and may be paid to you in a lump sum payment or in periodic installments in accordance with policy and regulations.

In order to receive the full amount of the calculated Rent Differential, you must spend at least the amount calculated by Caltrans on a replacement property.

This payment may - with certain limitations - be converted to a **Downpayment Option** to assist you in purchasing a replacement property.

Example of Rent Differential Payment Computation:

After a thorough study of comparable, decent, safe and sanitary dwellings that are available for rent, Caltrans determines that a comparable replacement property will rent for $325.00 per month.

Caltrans Computation (rates are per month)

Rental Rate for Comparable Replacement Property	$ 325
PLUS average estimated utilities costs	+ 100
TOTAL Cost to Rent Comparable Replacement Property	= $ 425
Rental Rate for Your Current Property	$ 300
PLUS average utilities costs	+ 90
TOTAL Cost to Rent Current Property	= $ 390
Comparable Replacement Property including utilities	$ 425
Cost you pay to rent your property including utilities	+ 390
Difference	= $ 35

Multiplied by 42 months = $1,470 Rent Differential

Example A:

Rental Rate for a Replacement Property including Estimated average utilities costs	$ 525
Comparable Replacement Property including utilities	$ 425
Cost you pay to rent your property including utilities	$ 390

Since $425 is less than $525, the Rent Differential is based on the difference between $390 and $425.

Rent Differential ($35 x 42 months = $1,470)

In this case you spent "at least" the amount of the Comparable Replacement Property on the replacement property and will receive the full amount.

Example B:

Rental Rate for a Replacement Property including Estimated average utilities costs	$ 400
Comparable Replacement Property including utilities	$ 425
Cost you pay to rent your property including utilities	$ 390

Since $400 is less than $525, the Rent Differential is based on the difference between $400 and $390.

Rent Differential ($10 x 42 months = $420)

In this case you spent "less than" the amount of the Comparable Replacement Property on the replacement property and will not receive the full amount.

IN ORDER FOR A "90 DAY OWNER OCCUPANT" TO RECEIVE THE FULL AMOUNT OF THEIR REPLACEMENT HOUSING PAYMENT *(Rent Differential)*, **you must:**

A) Rent and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The day you vacate the property acquired by Caltrans.

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later of:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. And, you will also receive at least 90 days' written notice before you must move.

Note1: The time periods for a 90-day owner occupant are different than a 180-day owner occupant.

Note 2: If the Rent Differential is converted to a Downpayment Option, there is no "spend-to-get" requirement.

DOWN PAYMENT OPTION

The Rent Differential payment may - with certain limitations - be converted to a **Down Payment Option** to assist you in purchasing a replacement property. The down payment option is a direct conversion of the Rent Differential payment.

If the Caltrans calculated Rent Differential is between $0 and $5,250, your down payment option will be $5,250, which can be used towards the purchase of a replacement decent, safe and sanitary dwelling.

If the Rent Differential is over $5,250, you may be able to convert the entire amount of the Rent Differential to a downpayment option.

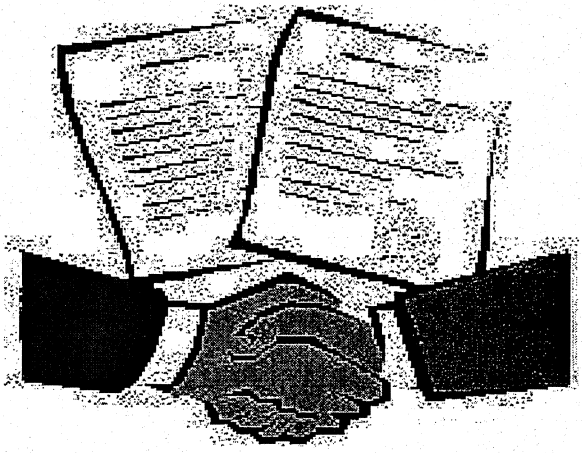
The down payment option must be used for the acquisition of the replacement dwelling, plus any eligible incidental expenses (see "180-day Owner Occupants Incidental Expenses") related to the purchase of the property. You must work closely with your Relocation Agent to ensure you can utilize the full amount of your down payment option towards the purchase.

If any portion of the Rent Differential was used prior to the decision to convert to a down payment option, those advance payments will be deducted from the entire benefit.

LAST RESORT HOUSING

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced. In such cases, Caltrans will utilize a method called Last Resort Housing. Last Resort Housing allows Caltrans to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. Caltrans can also pay above the statutory limits of $5,250 and $22,500 in order to make available housing affordable.

Relocation Advisory Assistance



Any individual, family, business or farm displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your housing needs and desires will be determined as well as your need for assistance. You cannot be required to move unless at least one comparable replacement dwelling is made available to you.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Explain the relocation benefits and eligibility requirements.
- Provide the amount of the replacement housing payments in writing.
- Assure the availability of a comparable property before you move.
- Inspect possible replacement residential units for DS&S compliance.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- VA and FHA loan requirements
- Real property taxes.
- Consumer education literature on housing

If you desire, your Relocation Agent will give you current listings of other available replacement housing. Transportation will be provided to inspect available housing, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local housing programs offering assistance to displaced persons. If you have special problems, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember - YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.

YOUR RIGHTS AS A DISPLACEE

All eligible displacees have a freedom of choice in the selection of replacement housing, and Caltrans will not require any displaced person to accept a replacement dwelling provided by Caltrans. If you decide not to accept the replacement housing offered by Caltrans, you may secure a replacement dwelling of your choice, providing it meets DS&S housing standards. Caltrans will not pay more than your calculated benefits on any replacement property.

The most important thing to remember is that the replacement dwelling you select must meet the basic "decent, safe, and sanitary" standards. Do not execute a purchase agreement or a rental agreement until a representative from Caltrans has inspected and certified in writing that the dwelling you propose to occupy meets the basic standards. **DO NOT jeopardize** your right to receive a replacement housing payment by moving into a substandard dwelling.

It is important to remember that your relocation benefits will not have an adverse affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, minority persons shall be given reasonable opportunities to relocate to decent, safe, and sanitary replacement dwellings, not located in an area of minority concentration, and that is within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the Right to Appeal any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

NOTES

Attachment B Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Mobile Homes) 2007

This page intentionally left blank

Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Mobile Home)

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

> To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer dispro-portionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Comparable Replacement: means a dwelling which is:

(1) Decent, safe, and sanitary. *(See definition below.)*

(2) Functionally equivalent to the displaced dwelling.

(3) Adequate in size to accommodate the family being relocated.

(4) In an area not subject to unreasonable adverse environmental conditions.

(5) In a location generally not less desirable than the location of your displacement dwelling with respect to public utilities and commercial and public facilities, and reasonably accessible to the place of employment.

(6) On land that is typical in size for residential development with typical improvements.

Decent, Safe and Sanitary (DS&S): Replacement housing must be decent, safe, and sanitary...which means it meets all of the minimum requirements established by federal regulations and conforms to applicable housing and occupancy codes. The dwelling shall:

(1) Be structurally sound, weather tight, and in good repair.

(2) Contain a safe electrical wiring system adequate for lighting and other devices.

(3) Contain a heating system capable of sustaining a healthful temperature (of approximately 70 degrees) for a displaced person, except in those areas where local climatic conditions do not require such a system.

(4) Be adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced person. The Caltrans policy is that there will be no more than two persons per room unless the room is of adequate size to accommodate the normal bedroom furnishings for the occupants.

(5) Have a separate, well-lighted and ventilated bathroom that provides privacy to the user and contains a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and to a sewage drainage system.

Note: *In the case of a housekeeping dwelling, there shall be a kitchen area that contains a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, and adequate space and utility service connections for a stove and refrigerator.*

(6) Contains unobstructed egress to safe, open space at ground level. If the replacement dwelling unit is on the second story or above, with access directly from or through a common corridor, the common corridor must have at least two means of egress.

(7) *For a displaced person who is handicapped,* be free of any barriers which would preclude reasonable ingress, egress, or use of the P.C. dwelling by *such displaced person.*

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Residents **not lawfully present** in the United States are not eligible to receive relocation payments and assistance.

Relocation benefits will vary, depending upon the type and length of occupancy. As a residential displacee, you will be classified as either:

- An owner occupant of a residential property (includes mobile homes)
- A tenant occupant of a residential property (includes mobile homes and sleeping rooms)

Dwelling: The place of permanent or customary and usual residence of a person, according to local custom or law, including a single family house; a single family unit in a two-family, multi-family, or multi-purpose property; a unit of a condominium or cooperative housing project; a non-housekeeping unit; a mobile home; or any other residential unit.

Mobile Home: Generally refers to single, double or triple wide mobile home units. It does not include manufactured homes that are permanently affixed to the realty, as these are treated as single family dwellings. However, it can include certain trailers or recreational vehicles that are a primary residence depending on how they are permanently affixed to the real property.

Owner: A person is considered to have met the requirement to own a dwelling if the person purchases or holds any of the following interests in real property:

(1) Fee title, a life estate, a land contract, a 99-year lease, oral lease including any options for extension with at least 50 years to run from the date of acquisition; or

(2) An interest in a cooperative housing project which includes the right to occupy a dwelling; or

(3) A contract to purchase any interests or estates; or

(4) Any other interests, including a partial interest, which in the judgment of the agency warrants consideration as ownership.

Tenant: A person who has the temporary use and occupancy of real property owned by another.

Mobile Homes

If the mobile home ***is not*** acquired by Caltrans, the owner (regardless of who occupies it) of a mobile home is eligible for a payment to move the mobile home to a replacement piece of land based on an actual cost basis. This includes the cost to dissemble, move and reassemble any porches, decks, skirting and/or awnings. Additional costs may be eligible for reimbursement if Caltrans determines they are “actual, reasonable and necessary.” Some of these costs might be:

- Anchoring the unit to the new pad
- Additional axles or brakes on the mobile home that are required for transportation
- Temporary protection of an extra wide mobile home unit that must be split during the move
- Utility hook-ups to the unit (e.g. water, sewer, septic, electricity, gas) – if utilities are already available to the mobile home location (e.g. pad)
- Necessary repairs to meet local and state code
- Modifications necessary to meet Caltrans "decent, safe and sanitary" requirements
- Non-returnable entrance fee to the mobile home park – with limitations

The movement of the mobile home must be performed by a qualified mover and the payment is based on the lowest of two bids obtained by the owner of the mobile home and approved by Caltrans. Caltrans cannot pay for the move of the mobile home beyond 50 miles unless there are no suitable replacement pieces of land or mobile home parks within the 50-mile radius. Approval for a move beyond 50 miles must be obtained in advance of the move.

Moving Expenses

In addition to moving the mobile home, the occupant (regardless of who owns it) may be eligible for a payment to move their personal property – if you qualify as a "displaced person."

The methods of moving and the various types of moving cost payments are explained below. Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule. However, to ensure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs – You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the

move. Reimbursement will be limited to a move of 50 miles or less. Related expenses ***may*** include:

- Transportation
- Packing and unpacking personal property
- Disconnecting and reconnecting household appliances
- Temporary storage of personal property
- Insurance while property is in storage or transit

OR

Fixed Moving Cost Schedule – You may be paid on the basis of a fixed moving cost schedule. Under this option, you will not be eligible for reimbursement of related expenses listed above. The fixed schedule is designed to cover such expenses.

Examples (Year 2000 Rate):

4 Rooms - $ 950
7 Rooms - $1,550

If the furniture is moved with the mobile home, the amount of the fixed payment is based on Schedule B.

Examples (Year 2001 Rate):

4 Rooms - $475
7 Rooms - $625

Normally no additional payments for temporary storage, lodging, transportation or utility hook-ups of household appliances can be paid with the fixed move schedule. However, the occupants of the mobile home who choose to move back into the same mobile home at the new location, can receive an allowance for food and lodging during the move and set-up time. Also, utility hook-ups to the mobile home unit may be eligible for reimbursement.

Note: *Even if the mobile home is acquired by Caltrans, the occupant (regardless of who owns it) of the mobile home is still eligible for a payment to move their personal property.*

Replacement Housing Payments

The occupant of a mobile home unit may be eligible for a replacement housing payment. The type of Replacement Housing Payment (RHP) depends on whether you are an owner or a tenant *of the mobile home,* and the length of occupancy in the mobile home unit that is on property being acquired for a highway project.

If you are a qualified **owner occupant** of both the land and the mobile home for more than 180 days prior to the initiation of negotiations for the acquisition of your property – and the mobile home unit is acquired by Caltrans – you may be entitled to a RHP that consists of:

Price Differential, and

Mortgage Differential, and

Incidental Expenses;

OR

Rent Differential

You do not have to purchase and occupy another mobile home unit in order to receive your RHP – however, the new residential unit must meet the "decent, safe and sanitary" requirements.

If the mobile home is not acquired by Caltrans, you may still be eligible for a RHP to assist you with purchasing a replacement piece of land where you can move your mobile home.

It is **important** to know that if you ***do not own both*** the mobile home and the property, your RHP can be limited. You must work closely with your Relocation Agent to fully understand your eligibility.

If you are a qualified **owner occupant** of the mobile home for more than 90 days but less than 180 days, OR you are a qualified **tenant occupant** of the mobile home for at least 90 days, you may be entitled to a RHP as follows:

Rent Differential

OR

Down Payment Option

As the occupant of a mobile home – regardless of the length of time or your status as an owner or tenant – your payment will vary depending upon the following:

- If the mobile home unit was acquired by Caltrans
- The owner of the mobile home
- You will occupy the mobile home at the new location if it is moved
- You choose to occupy another type of unit such as a single family residence.

Length of occupancy simply means counting the number of days that you actually occupied the mobile home unit on the land that is being acquired by Caltrans – prior to the date of initiation of negotiations by Caltrans for the purchase of the property. The term "initiation of negotiations" means the date Caltrans makes the first personal contact with the owner of real property, or his/ her representative, to give him/her a written offer for the property to be acquired.

Note: *If you have been in occupancy* ***less than 90 days*** *before the initiation of negotiations and the property is subsequently acquired, or if you move onto the property after the initiation of negotiations and you are still in occupancy on the date of acquisition, you may or may not be eligible for a Replacement Housing Payment, based on the established affordability guidelines. Check with your Relocation Agent before you make any decision to vacate your property.*

For Owner Occupants of 180 Days or More

If you qualify as a 180-day owner occupant, you may be eligible – in addition to the fair market value of your property – for a Replacement Housing Payment that consists of a Price Differential, Mortgage Differential and/or Incidental Expenses.

The **Price Differential** payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment

will assist you in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling. Caltrans will compute the maximum payment you may be eligible to receive.

In order to receive the full amount of the calculated price differential, you must spend at least the amount calculated by Caltrans on a replacement property.

The **Mortgage Differential** payment will reimburse your for any increased mortgage interest costs you might incur because the interest rate on your new mortgage for the real property, or the loan obtained for just the mobile home unit, exceeds the interest rate on the property acquired by Caltrans The payment computation is complex because it is based on prevailing rates, your existing loan ***and*** your new loan. Also, a part of this payment may be prorated such as reimbursement for a portion of your loan origination fees and mortgage points.

To be eligible to receive this payment, the acquired property must have been encumbered by a *bona fide* mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

You may also be reimbursed for any actual and necessary **Incidental Expenses** that you incur in relation to the purchase of your replacement property. These expenses may be those costs for title search, recording fees, credit report, appraisal report, and certain other closing costs associated with the purchase of property. You may also be eligible for certain costs related to the purchase of a new mobile home, such as sales tax or use tax payments, DMV title transfer fees, or building and transportation permits. You will not be reimbursed for any recurring costs such as prepaid real estate taxes and property insurance.

If the total amount of your **Replacement Housing Payment** (RHP) (Price Differential, Mortgage Differential and Incidental Expenses) exceeds $22,500, the payment must be deposited directly into an escrow account or paid directly to the mortgage company.

EXAMPLES OF PRICE DIFFERENTIAL
PAYMENT COMPUTATION:

SCENARIO 1: If you ***owned and occupied the mobile home for at least 180 days***, and it's on ***your own property,*** and Caltrans ***acquires your mobile home***, then you are entitled to receive a **Price Differential** based on a comparable residential property.

Assume that Caltrans purchases your property and mobile home for $98,000. After a thorough study of available, decent, safe and sanitary dwellings on the open market, Caltrans determines that a comparable replacement property, a mobile home on a similar size lot, will cost you $100,000. If your actual purchase price is $100,000, you will receive $2,000 *(see Example A).*

If your actual purchase price is more than $100,000, you pay the difference (see *Example B).* If your actual purchase price is less than $100,000, the differential payment will be based on actual costs *(see Example C).*

Remember: You do not have to purchase another mobile home as your replacement property.

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Property and Mobile Home:	$100,000
Acquisition Price of Your Property and Mobile Home:	– $ 98,000
Maximum Price Differential:	$ 2,000

Example A

Purchase Price of Replacement Property and Mobile Home:	$100,000
Comparable Replacement Property and Mobile Home	$100,000
Acquisition Price of Your Property and Mobile Home:	– $ 98,000
Maximum Price Differential:	$ 2,000

Example B

Purchase Price of Replacement Property and Mobile Home:	$105,000
Comparable Replacement Property and Mobile Home:	$100,000
Acquisition Price of Your Property and Mobile Home:	– $ 98,000
Maximum Price Differential:	$ 2,000
You Must Pay the Additional:	$ 5,000

Example C

Comparable Replacement Property and Mobile Home:	$100,000
Purchase Price of Replacement and Mobile Home:	$ 99,000
Acquisition Price of Your Property and Mobile Home:	– $ 98,000
Price Differential:	$ 1,000

In Example C you will only receive $1,000 – not the full amount of the Caltrans "Comparable Replacement Property" because of the "Spend to Get" requirements.

SCENARIO 2: If you ***owned and occupied the mobile home for at least 180 days***, and it's on ***your own property***, and Caltrans DOES NOT ***acquire your mobile home***, then you are entitled to receive a **Price Differential** based on a comparable residential property on which you can relocate your mobile home.

Assume that Caltrans purchases your land for $48,000. After a thorough study of available locations for purchase that can accommodate the mobile home unit that you retained (which will be moved by a qualified mover), Caltrans determines that a comparable replacement piece of land will cost you $51,000. If your actual purchase price is $51,000, you will receive $3,000 *(see Example A).*

If your actual purchase price is more than $51,000, you pay the difference (see *Example B).* If your actual purchase price is less than $51,000, the differential payment will be based on actual costs *(see Example C).*

Remember: You do not have to buy a replacement piece of land for your mobile home. You can sell your mobile home to a private party, and purchase a single family residence. However, your RHP will be based on the replacement value of the land.

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Land:	$ 51,000
Acquisition Price of Your Land :	– $ 48,000
Maximum Price Differential:	$ 3,000

Example A

Purchase Price of Replacement Land:	$ 51,000
Comparable Replacement Land:	$ 51,000
Acquisition Price of Your Land:	– $ 48,000
Maximum Price Differential	$ 3,000

Example B

Purchase Price of Replacement Land:	$ 55,000
Comparable Replacement Land:	$ 51,000
Acquisition Price of Your Land:	– $ 48,000
Maximum Price Differential:	$ 3,000
You Must Pay the Additional:	$ 4,000

Example C

Comparable Replacement Property:	$ 51,000
Purchase Price of Replacement:	$ 49,500
Acquisition Price of Your Property:	– $ 48,000
Price Differential	$ 1,500

In Example C you will only receive $1,500 – not the full amount of the Caltrans "Comparable Replacement Property" because of the "Spend to Get" requirements.

SCENARIO 3: If you ***owned and occupied the mobile home for at least 180 days***, and it's on land that you rent (e.g. a mobile home park), and Caltrans DOES NOT ***acquire your mobile home***, then you may be entitled to a **Rent Differential** based on a comparable piece of land.

However, if Caltrans acquires your mobile home because it cannot be moved, it is not considered "decent, safe and sanitary," there are no comparable replacement locations, or available mobile home parks will not accept it because of its size or condition, then you may be entitled to a **Price Differential** for the mobile home plus a **Rent Differential** for the land you rent in the Mobile Home Park.

Assume that Caltrans purchases your mobile home for $38,000 which is located in a Mobile Home Park where you pay $400 per month for rent (which includes heat, lights, water, garbage, sewer). Caltrans conducts a thorough study of available pieces of land for rent that can accommodate a mobile home unit **AND** the purchase price of a comparable mobile home unit. An example of your entitlement might be:

Caltrans' Computation

Comparable Replacement Land for Rent:	$ 500
Rent you currently pay at the mobile home park:	– $ 400
Monthly difference:	$ 100
Multiplied times 42 months – Maximum Rent Differential:	– $ 4,200

if you spent at least $500 per month at the new location.

PLUS:

Comparable Replacement Mobile Home for purchase:	$42,000
Acquisition Price of the Mobile Home you occupy:	– $ 38,000
Maximum Price Differential:	$ 4,000

If you pay at least $42,000 for a new mobile home to be set up at the new mobile home park

In order for a "180 day owner occupant" to receive the full amount of their Replacement Housing Payment *(Price Differential, Mortgage Differential and Incidental Expenses)*, **you must:**

A) Purchase and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement residential property (e.g. mobile home on an existing location, land available for your mobile home, or another type of residential unit), **OR**

(2) The date that Caltrans has paid the acquisition cost of your mobile home and/or land (usually the closing of escrow on State's acquisition),

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" for a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition).

You will **not** be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. Also, you will also receive at least 90 days' written notice before you must move.

For Owner Occupants and Tenants of 90 Days or More

If you qualify as a 90-day occupant (either as an owner or tenant), you may be eligible for a Replacement Housing Payment in the form of a Rent Differential. Remember – it is your status in the mobile home unit that determines your "occupancy."

The **Rent Differential** payment is designed to assist you in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based on the difference between the base monthly Rent for the property acquired by Caltrans (including average monthly cost for utilities) and the lesser of:

a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by Caltrans, **OR**

b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwelling that you actually rent as a replacement dwelling.

Utility costs are those expenses you incur for heat, lights, water and sewer – regardless of the source (e.g. electricity, propane, and septic system). It does not include garbage, cable, telephone, or security. The utilities at your property are the average costs over the last 12 months. The utilities at the comparable replacement property are the estimated costs for the last 12 months for the type of dwelling and area used in the calculation.

This difference is multiplied by 42 months and may be paid to you in a lump sum payment or in periodic installments in accordance with policy and regulations. (See page 23 for an example)

In order to receive the full amount of the calculated Rent Differential, you must spend at least the amount calculated by Caltrans on a replacement property.

This payment may – with certain limitations – be converted to a **Down Payment Option** to assist you in purchasing a replacement property. (See page 31 for a full explanation)

Example of Replacement Housing Payments for 90 day occupants:

Situation 1: You ***owned and occupied*** the mobile home unit and the land for at least 90 days but not more than 180 days. You are entitled to a **Rent Differential** based on the economic rent of your home (the unit and the land) and a comparable home (the unit and the land) that is available for rent.

If you move the mobile home, then you are entitled to a **Rent Differential** based on economic rent of the mobile home site and a comparable mobile home site that is available for rent.

Situation 2: You ***rented and occupied*** the mobile home unit for at least 90 days, which was located on land you owned. You are entitled to a **Rent Differential** based on the actual rent of your mobile home plus the economic rent of the

mobile home site, and a comparable mobile home (the unit and site) that is available for rent.

Situation 3: You ***rented and occupied*** the mobile home and the land for at least 90 days. You are entitled to a **Rent Differential** based on the actual rent of the mobile home unit (including utilities) and the land, compared with a comparable home (the unit and the land) that is available for rent.

Situation 4: You ***owned and occupied*** the mobile home for at least 90 days, on land that you rented. You are entitled to a **Rent Differential** based on economic rent of the mobile home PLUS the actual rent of the mobile home site, and a comparable mobile home (the unit and site) that is available for rent.

If you move the mobile home, then you are entitled to a **Rent Differential** based on the actual or economic rent of the mobile home site and a comparable mobile home site that is available for rent.

In order for a "90 day owner occupant" to receive the full amount of their Replacement Housing Payment *(Rent Differential)*, **you must:**

A) Rent and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The day you vacate the property acquired by Caltrans.

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later of:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition).

In order for a "90 day occupant" to receive the full amount of their Replacement Housing Payment *(Rent Differential)*, **you must:**

A) Rent and occupy a DS&S replacement dwelling within one year after day you vacate the property acquired by Caltrans,

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

AND

C) File a claim for relocation payments within 18 months of the day you vacate the property acquired by Caltrans.

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. Also, you will also receive at least 90 days' written notice before you must move.

Down Payment Option

The Rent Differential payment may – with certain limitations – be converted to a **Down Payment** to assist you in purchasing a replacement property. The Down Payment is a direct conversion of the Rent Differential payment.

If the Caltrans calculated Rent Differential is between $0 and $5,250, your Down Payment will be $5,250 which can be used towards the purchase of a replacement decent, safe and sanitary dwelling.

If the Rent Differential is over $5,250, you may be able to convert the entire amount of the Rent Differential to a Down Payment option.

The Down Payment option must be used for the required Down Payment, which is usually a percentage of the entire purchase price, plus any eligible incidental expenses *(see page 17 – 180-day Owner Occupants Incidental Expenses)* related to the purchase of the property. You must work closely with your Relocation Agent to ensure you can utilize the full amount of your Down Payment option towards the purchase.

If any portion of the Rent Differential was used prior to the decision to convert to a Down Payment, those advance payments will be deducted from the entire benefit.

Last Resort Housing

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced In such cases, Caltrans will utilize a method called Last Resort Housing. Last Resort Housing allows Caltrans to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. Caltrans can also pay above the statutory limits of $5,250 and $22,500 in order to make available housing affordable.

Relocation Advisory Assistance

Any owner or occupant of a mobile home impact by a Caltrans project shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your housing needs and desires will be determined as well as your need for assistance. You cannot be required to move unless at least one comparable replacement dwelling is made available to you.
You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Explain the relocation benefits and eligibility requirements.
- Provide the amount of the replacement housing payments in writing.
- Assure the availability of a comparable property before you move.
- Inspect possible replacement residential units for DS&S compliance.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.

- Assist you in completing loan documents, rental applications or Relocation claims.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- VA and FHA loan requirements
- Real and personal property taxes
- Qualified mobile home movers, including disassembly and reassembly
- Mobile Home Park requirements and fees
- Consumer education literature on housing

If you desire, your Relocation Agent will give you current listings of other available replacement housing. Transportation will be provided to inspect available housing, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local housing programs offering assistance to displaced persons. If you have special problems, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project.. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember – YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.

YOUR RIGHTS AS A DISPLACEE

All eligible displacees have a ***freedom of choice*** in the selection of replacement housing, and Caltrans will not require any displaced person to accept a replacement dwelling provided by Caltrans. If you decide not to accept the replacement housing offered by Caltrans, you may secure a replacement dwelling of your choice, providing it meets DS&S housing standards. Caltrans will not pay more than your calculated benefits on any replacement property.

The most important thing to remember is that the replacement dwelling you select must meet the basic "decent, safe, and sanitary" standards. *Do not execute a purchase agreement or a rental agreement* until a representative from Caltrans has inspected and certified in writing that the dwelling you propose to occupy meets the basic standards. **DO NOT jeopardize** your right to receive a replacement housing payment by moving into a substandard dwelling.

It is important to remember that your relocation benefits will ***not have an adverse*** affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the **Title VIII of the Civil Rights Act of 1968** and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, minority persons shall be given reasonable opportunities to relocate to decent, safe, and sanitary replacement dwellings, not located in an area of minority concentration, and that is within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Caltrans' **Non-Discrimination Policy** ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the **Right to Appeal** any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

NOTES:

Attachment C Your Rights and Benefits as a Displaced Business, Farm, or Nonprofit Organization Under the Uniform Relocation Assistance Program

This page intentionally left blank

Your Rights and Benefits as a Displaced Business, Farm or Nonprofit Organization Under the Uniform Relocation Assistance Program

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their business, farm or nonprofit organization, by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

> To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Relocation Services

The California Department of Transportation has two programs to aid businesses, farms and nonprofit organizations which must relocate.

These are:

1. The Relocation Advisory Assistance Program, which is to aid you in locating a suitable replacement property, and

2. The Relocation Payments Program, which is to reimburse you for certain costs involved in relocating. These payments are classified as:

    - Moving and Related Expenses (costs to move personal property not acquired).

    - Reestablishment Expenses (expenses related to the replacement property).

    - In-Lieu Payment (a fixed payment in lieu of moving and related expenses, and reestablishment expenses).

NOTE: *Payment of loss of goodwill is considered an acquisition cost. California law and the federal regulations mandate that relocation payments cannot duplicate other payments such as goodwill. You will* **not** *be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. You will also receive at least 90 days' written notice before you must move.*

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Business: Any lawful activity, with the exception of a farm operation, conducted primarily for the purchase, sale, lease and rental of personal or real property, or for the manufacture, processing, and/or marketing of products, commodities, or any other personal property, or for the sale of services to the public, or solely for the purpose of this Act, and outdoor advertising display or displays, when the display(s) must be moved as a result of the project.

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Owners and tenants **not lawfully present** in the United States are not eligible to receive relocation payments and assistance.

Contributes Materially: A business or farm operation must have had average annual gross receipts of at least $5,000 **or** average annual net earnings of at least $1,000, or their income must have contributed at least 33 1/3 percent of the owner's or operator's average annual gross income form all sources, in order to qualify as a bona-fide operation.

Farm Operation: Any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale and home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.

Nonprofit Organization: A public or private entity that has established its nonprofit status under applicable law.

MOVING EXPENSES

If you qualify as a displaced business, farm or nonprofit organization, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. To qualify you must legally occupy the property as the owner or lessee/tenant when Caltrans initiates negotiations for the acquisition of the property **OR** at the time Caltrans acquires title or takes possession of the property. However, to assure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs – You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses, with limitations, ***may*** include:

- Transportation.
- Packing and unpacking of personal property.
- Disconnecting and reconnecting personal property related to the operation.
- Temporary storage of personal property.
- Insurance while property is in storage or transit, or the loss and damage of personal property if insurance is not reasonably available.
- Expenses in finding a replacement location.
- Professional services to plan and monitor the move of the personal property to the new location.
- Licenses, permits and fees required at the replacement location.

OR

Self-Move Agreement – You may be paid to move your own personal property based on the lower of two acceptable bids obtained by Caltrans.

Under this option, you will still be eligible for reimbursement of related expenses listed above that were not included in the bids.

OR

In-Lieu Payment – You can accept a fixed payment between $1,000 and $20,000, based on your annual earnings IN LIEU OF the moving cost, related expenses and reestablishment cost.

Actual Reasonable Moving Costs

You may be paid the actual reasonable and necessary costs of your move when a professional mover performs the move. All of your moving costs must be supported by paid receipts or other evidence of expenses incurred. In addition to the transportation costs of your personal property, certain other expenses may also be reimbursable, such as packing, crating, unpacking and uncrating, and the disconnecting, dismantling, removing, reassembling, and reinstalling relocated machinery, equipment, and other personal property.

Other expenses such as professional services necessary for planning and carrying out the move, temporary storage costs, and the cost of licenses, permits and certifications may also be reimbursable. This is not intended to be an all-inclusive list of moving related expenses. Your Relocation Agent can provide you with a complete explanation of reimbursable expenses.

Self-Move Agreement

If you agree to take full responsibility for all or part of the move of your business, farm, or nonprofit organization, the Department may approve a payment not to exceed the lower of two acceptable bids obtained by the Department from qualified moving firms or a qualified Department staff employee. A low-cost or uncomplicated move may be based on a single bid or estimate at the Department's discretion. The advantage of this moving option is the fact that it relieves the displaced business, farm or nonprofit organization operator from documenting all moving expenses. The Department may make the payment without additional documentation as long as the payment is limited to the amount of the lowest acceptable bid or estimate. Other expenses, such as professional services for planning, storage costs, and the cost of licenses, permits, and certifications may also be reimbursable if determined to be necessary. These latter expenses must be pre approved by the Relocation Agent.

Requirements:

Before you move, you must provide Caltrans with the:

- Certified inventory of all personal property to be moved.
- Date you intend to vacate the property.
- Address of the replacement property.
- Opportunity to monitor and inspect the move from the acquired property to the replacement property.

Related Expenses

1. **Searching Expenses for Replacement Property:** Displaced businesses, farms and nonprofit organizations are entitled to reimbursement for actual reasonable expenses incurred in searching for a replacement property, not to exceed $2,500. Expenses may include transportation, meals, and lodging when away from home; the reasonable value of the time spent during the search; fees paid to the real estate agents, brokers or consultants; and other expenses determined to be reasonable and necessary by the Department.

2. **Direct Loss of Tangible Personal Property:** Displaced businesses, farms, and nonprofit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation. This payment will be based upon the lesser of:

    a. The fair market value of the item for continued use at the displacement site minus the proceeds from its sale.

    OR

    b. The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expense4s, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

EXAMPLE:
You determine that the "document shredder" cannot be moved to the new location because of its condition, and you will not replace it at the new location.

Fair Market Value of the Document Shredder Based on its use at the current location	$ 1,500
Proceeds: Price received from selling the Document Shredder	- $ 500
Net Value	$ 1,000

OR

Estimated cost to move	$ 1,050

Based on the "lesser of", the amount of the "Loss of Tangible Personal Property" =	**$ 1,000**

Note: You are also entitled to all reasonable costs incurred in attempting to sell the document shredder (e.g. advertisement).

3. Purchase of Substitute Personal Property: If an item of personal property, which is used as part of the business, farm, or nonprofit organization, is not moved but is promptly replaced with a substitute item that performs a comparable function at the replacement site, the displacee is entitled to payment of the lesser of:

   a. The cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item;

   OR

   b. The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expenses, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

EXAMPLE A:

You determine that the copying machine cannot be moved to the new location because it is now obsolete and you will replace it.

Cost of a substitute copy machine		
Including installation costs at the replacement site		$ 3,000
Trade-in Allowance	-	$ 2,500
Net Value		$ 500

OR

Estimated cost to move	$ 550

Based on the "lesser of", the amount of the "Substitute Personal Property" =	**$ 500**

EXAMPLE B:

You determine that the chairs will not be used at the new location because they no longer match the décor and you will replace them.

Cost of substitute chairs		$ 1,000
Proceeds from selling the chairs	-	$ 100
Net Value		$ 900

OR

Estimated cost to move	$ 200

Based on the "lesser of", the amount of the "Substitute Personal Property" =	**$ 200**

Note: You are also entitled to all reasonable costs incurred in attempting to sell the copy machine and/or chairs.

4. **Disconnecting and Reinstallation:** You will be reimbursed for your actual and reasonable costs to disconnect, dismantle, remove, reassemble and reinstall any machinery, equipment or other personal property in relation to its move to the new location. This includes connection to utilities available nearby and any modifications to the

personalty that is necessary to adapt it to utilities at the replacement site.

5. **Physical changes at the new location:** You may be reimbursed for certain physical changes to the replacement property if the changes are necessary to permit the reinstallation of machinery or equipment necessary for the continue operation of the business. ***Note:*** *The changes cannot increase the value of the building for general purposes, nor can they increase the mechanical capability of the buildings beyond its normal requirements.*

6. The cost of installing utilities from the right of way line to the structure(s) or improvements on the replacement site.

7. Marketing studies, feasibility surveys and soil testing.

8. Professional real estate services needed for the purchase or lease of a replacement site.

9. One-time assessments or impact fees for anticipated heavy utility usage.

Reestablishment Expenses

A small business, farm or nonprofit organization may be eligible for a payment, not to exceed $10,000, for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site.

Reestablishment expenses may include, but are not limited to, the following:

1. Repairs or improvements to the replacement real property required by Federal, State or local laws, codes or ordinances.

2. Modifications to the replacement real property to make the structure(s) suitable for the business operation.

3. Construction and installation of exterior signing to advertise the business.

4. Redecoration or replacement such as painting, wallpapering, paneling or carpeting when required by the condition of the replacement site or for aesthetic purposes.

5. Advertising the new business location.

6. The estimated increased costs of operation at the replacement site during the first two years, for items such as:

    a) Lease or rental charges
    b) Personal or real property taxes
    c) Insurance premiums, and
    d) Utility charges (excluding impact fees).

7. Other items that the Department considers essential for the reestablishment of the business or farm.

Note: *A nonprofit organization must substantiate that it cannot be relocated without a substantial loss of existing patronage (membership or clientele). The payment is based on the average of two years annual gross revenues less administrative expenses.*

In-Lieu Payment (Fixed)

Displaced businesses, farms and nonprofit organizations may be eligible for a fixed payment in lieu of (in place of) actual moving expenses, personal property losses, searching expense, and reestablishment expenses. The fixed payment may not be less than $1,000 or more than $20,000.

For a business to be eligible for a fixed payment, the Department must determine the following:

1. The business owns or rents personal property that must be moved due to the displacement.

2. The business cannot be relocated without a substantial loss of existing patronage.

3. The business is not part of a commercial enterprise having more than three other businesses engaged in the same or similar activity, which are under the same ownership and are not being displaced by the department.

4. The business contributed materially to the income of the displaced business operator during the two taxable years prior to displacement.

Any business operation that is engaged solely in the rental of space to others is not eligible for a fixed payment. This includes the rental of space for residential or business purposes.

Eligibility requirements for farms and nonprofit organizations are slightly different than business requirements. If you are being displaced from a farm or your represent a nonprofit organization and are interested in a fixed payment, please consult your relocation counselor for additional information.

The Computation of Your In-Lieu Payment:

The fixed payment for a displaced business or farm is based upon the average annual net earnings of the operation for the two taxable years immediately preceding the taxable year in which it is displaced. Caltrans can use a different two year period if it is determined that the last two taxable years do not accurately reflect the earnings of the operation.

EXAMPLE: Caltrans acquires your property and you move in 2005:

2003 Annual Net Earnings	$ 10,500
2004 Annual Net Earnings	$ 12,500
TOTAL	$ 23,000
Average over two years	**$ 11,500**

This would be the amount of your in-lieu payment. Remember – this is in-lieu of all other moving benefits, including reestablishment expenses. You must provide the Department with proof of net earnings to support your claim.

Proof of net earnings can be documented by income tax returns, certified financial statements, or other reasonable evidence of net earnings acceptable to the Department.

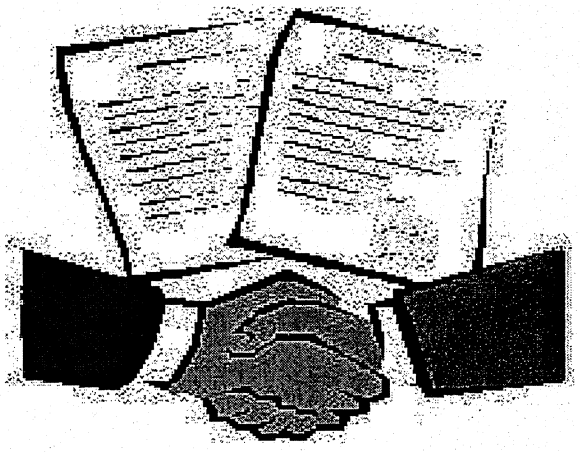
Note: The computation for nonprofit organizations differs in that the payment is computed on the basis of average annual gross revenues less administrative expenses for the two year period specified above.

Before You Move:

A. Request a determination of entitlement for in-lieu payment from your Relocation Agent.
B. Include a written statement of the reasons the business cannot be relocated without a substantial loss in net earnings.

C. Provide certified copies of tax returns for the two tax years immediately preceding the tax year in which you move. (If you move anytime in the year 2005, regardless of when negotiations began or the State took title to the property, the taxable years would be 2003 and 2004).
D. You will be notified of the amount you are entitled to after the application is received and approved.
E. You cannot receive the payment until after you vacate the property, AND submit a claim for the payment within 18 months of the date of your move.

Relocation Advisory Assistance



Any business, farm or nonprofit organization displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your needs and desires will be determined as well as your need for assistance.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Determine your needs and preferences.
- Explain the relocation benefits and eligibility requirements.
- Provide information on replacement properties for your consideration.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- Permits, fees and local planning
- SBA loan requirements
- Real property taxes.
- Consumer education literature

If you desire, your Relocation Agent will give you current listings of other available replacement property. Transportation will be provided to inspect available property, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local programs offering assistance to displaced persons. If you have special needs, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember - YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.

YOUR RIGHTS AS A DISPLACEE

It is important to remember that your relocation benefits will not have an adverse affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the Right to Appeal any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that

person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

NOTES

Appendix E Glossary of Technical Terms

abutment	An abutment is an end support of a bridge superstructure used to either transmit the reaction of superstructure to the foundations, to retain the earth filling, or to connect the superstructure to the approach roads.
active fault	A fault that has moved within late-Quaternary time (the last 750,000 years). Note that this definition is broader than that used by the California Department of Conservation, California Geological Survey (CGS), which defines an active fault as one that has moved within Holocene time (the last 11,000 years).
acquisition	The process of obtaining right of way.
Advisory Council for Historic Preservation (ACHP)	The ACHP promotes the preservation, enhancement, and productive use of our nation's historic resources, and advises the President and Congress on national historic preservation policy.
alternative	An alternative is one possible east/west route between I-15 on the west and SR-79 on the east, and is made up of several segments.
Americans with Disabilities Act (ADA)	The Americans with Disabilities Act (ADA) of 1990 extends the protection of the 1964 Civil Rights Act to the disabled, prohibiting discrimination in public accommodations and transportation and other services.
aqueduct	(1) A major conduit. (2) The entire transmission main for a municipal water supply that may consist of a succession of canals, pipes, tunnels, etc. (3) Any conduit for water; especially one for a large quantity of flowing water. (4) A structure for conveying a canal over a river or hollow.
Area of Potential Effect (APE)	A term used in Section 106 to describe the area in which historic resources may be affected by a federal undertaking. This term should only be used in the cultural resource reports; "survey area" or "project footprint" should be used as applicable in other reports.
Archaeological Evaluation Report (AER)	The AER provides the basis for determining whether a site is eligible for inclusion in the National Register of Historic Places (National Register) or is a historical resource under CEQA. It is an attachment of the HPSR.

Archaeological Survey Report (ASR)	Caltrans uses the Archaeological Survey Report (ASR) to present results of identification efforts conducted for a project. The ASR is an attachment to the HPSR.
Austin sand filter	An Austin Sand Filter is a specific type of media filter that is usually open and at grade. It has no permanent water pool and may be configured with earthen or concrete sides and invert. Storm water is directed into the first chamber where the larger sediments and particulates settle out, and the partially treated effluent is metered into the second chamber to be filtered through a media.
base floodplain (100-year floodplain)	The area subject to flooding once every 100-years, or having a 1 percent chance of being flooded in any given year.
beneficial use	A use of a natural water resource that enhances the social, economic, and environmental well-being of the user. A total of 21 beneficial uses are defined for the waters of California, ranging from municipal and domestic supply to fisheries and wildlife habitat.
Best Management Practices (BMPs)	Best Management Practices (BMPs) are procedures and/or actions applied and/or implemented during construction and/or operation of the project to minimize environmental impacts (i.e., water quality).
biochemical oxygen demand (BOD)	BOD refers to the oxygen used in meeting the metabolic needs of aerobic microorganisms in water containing organic matter. The higher the level of organic matter, the higher the BOD.
biofiltration swales/strips	Biofiltration Strips are vegetated land areas, over which storm water flows as sheet flow. Biofiltration Swales are vegetated channels, typically configured as trapezoidal or v-shaped channels, that receive and convey storm water flows while meeting water quality criteria and other flow criteria.
bridges	Structures that span more than 6.1 meters, measured along the centerline of the road between undercroppings of abutments, and multiple span structures, including culverts, where the total measurement of the individual spans are in excess of 6.1 meters, measured from center to center of supports along the centerline of the road and the distance between individual culvert barrels is less than one-half the culvert diameter.
California Register of Historical Resources (California Register)	The California Register is the authoritative guide to the state's significant historical and archeological resources.

Clean Air Act as amended in 1990 (CAA)	The Clean Air Act as amended in 1990 proposed emissions trading, added provisions for addressing acid rain, ozone depletion and toxic air pollution, and established a national permits program.
California Environmental Quality Act (CEQA)	The California Environmental Quality Act (CEQA) is a California law (California Public Resources Code section 21000 et seq.) passed in 1970, shortly after the Federal Government passed the National Environmental Policy Act. CEQA does not directly regulate land uses, but instead requires development projects to provide documentation of their potential environmental impact.
California Endangered Species Act (CESA)	The California Endangered Species Act (CESA) generally parallels the main provisions of the Federal Endangered Species Act and is administered by the California Department of Fish and Game. CESA establishes a petitioning process for the listing of threatened or endangered species. The California Fish and Game Commission is required to adopt regulations for this process and establish criteria for determining whether a species is endangered or threatened. CESA also prohibits the "taking" of listed species except as otherwise provided in State law. Unlike its Federal counterpart, CESA applies the take prohibitions to species petitioned for listing (state candidates).
California State Highway System	The California State Highway System is comprised of designated roads intended for travel by the public throughout the state of California and are maintained by the California Department of Transportation (Caltrans).
channelization	The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movement of both vehicles and pedestrians.
collector-distributor road	A collector-distributor road is a one-way road next to a freeway that is used for some or all of the ramps that would otherwise merge into or split from the main lanes of the freeway and/or highway.
Community and Environmental Transportation Acceptability Process (CETAP)	Established by the Riverside County Integrated Project to aid in the preparation of environmental, transportation, housing, and development guidelines for Riverside County for the first half of the 21st century, CETAP included the study of two intercounty corridors (Riverside County to Orange County and Riverside County to San Bernardino County) and two intracounty transportation corridors (a north-south and an east-west corridor in western Riverside County). The Mid County Parkway project is included as one of the east-west intracounty transportation corridor.

community character — Community character is the qualities of the residents that live in a specific community (i.e. age, gender, ethnicity, etc).

community cohesion — Community cohesion is the degree to which residents have a "sense of belonging" to their neighborhood, a level of commitment of the residents to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time.

Cooperating Agency — "Cooperating Agency," under NEPA, means any agency other than the lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal for any action significantly affecting the human environment. Under CEQA, the term "responsible agency" is used.

concentration flow conveyance systems — Where cut slopes are steeper than 1:4 (slope sections are defined as height: length), asphalt concrete dike, tow of fill ditches, and downdrains/overside drains would be used to control runoff and minimize gullies and scour. Direct surface runoff would be need to be intercepted.

conduit — Any pipe, arch, box or drain tile through which water is conveyed.

cul-de-sac street — A local street open at one end only, with special provisions for turning around.

cultural resources — Any tangible or observable evidence of past human activity, regardless of significance, found in direct association with a geographic location, including tangible properties possessing intangible traditional cultural values.

culvert — A closed conduit which allows water to pass under a highway. The following three conditions constitute a culvert:

(1) Single Barrel – span measured along centerline of road 6.1 meters or less.
(2) Multi-Barrels – total of the individual spans measured along centerline of road is 6.1 meters or less.
(3) Multi-Barrels – total of the individual spans measured along centerline of road is 6.1 meters or greater, but the distance between individual culverts is more than one-half the culvert diameter.

cumulative impact — Impacts that result from past, present, and reasonably foreseeable future actions/projects, combined with the potential impacts of the MCP project.

dead end street	A local street open at one end only, without special provisions for turning around.
design variation	A modification in design for a specific alignment that may be applied to one or more of the MCP Build Alternatives.
detention basin	A detention basin is an artificial flow control structure that is used to contain flood water for a limited period of a time, thereby providing protection for areas downstream.
detention devices	A Detention Device is a permanent treatment BMP designed to reduce the sediment and particulate loading in runoff from the water quality design storm by temporarily detaining the WQV.
direct area of potential effect (APE)	The direct APE is the area that potentially would be directly and physically impacted by the project.
drainage area (drainage basin) (basin)	That portion of the earth's surface upon which falling precipitation flows to a given location. With respect to a highway, this location may be either a culvert, the farthest point of a channel, or an inlet to a roadway drainage system.
embankment	A prism of earth that is constructed from excavated or borrowed natural soil and/or rock, extending from original ground to the grading plane, and designed to provide a stable support for the pavement structure.
encroachment	Any structure or object of any kind or character which is within the right of way, but not a part of the State facility.
Environmental Justice	Environmental Justice in terms of transportation projects can be defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin or income, from the early stages of transportation planning and investment decision making through construction, operations and maintenance. As defined by SB 115, environmental justice is "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation and enforcement of environmental laws and policies."
United States Environmental Protection Agency (EPA)	An agency of the executive branch of the federal government charged with establishing and enforcing environmental regulations.
Environmentally Sensitive Area (ESA)	ESAs are locations of identified resources within a project APE that are to be protected by avoidance or restrictions on construction activities.

Executive Order	In the United States, an executive order is a directive used by the President. The Mid County Parkway project falls under Executive Order 13274, signed on September 18, 2002, by President George W. Bush.
Extended Phase I Survey Report (XPI)	XPI study is an extension of the identification phase. The chief goal of the XPI study is to define part or all of the boundaries (horizontal or vertical) of an archaeological site.
Federal Endangered Species Act (FESA)	The purposes of the FESA are to provide a means whereby the ecosystems upon which endangered species and threatened species depend may be conserved, to provide a program for the conservation of such endangered species and threatened species, and to take such steps as may be appropriate to achieve the purposes of the treaties and conventions set forth in subsection.
floodplain	Normally dry land areas subject to periodic temporary inundation by stream flow or tidal overflow. Land formed by deposition of sediment by water; alluvial land.
footprint	Area and/or boundary planned to be used for the project.
fossil	Any remains, trace, or imprint of a plant or animal that has been preserved in the Earth's crust since some past geologic time (Bates and Jackson 1980:243).
freeboard	Distance between the water surface and the bottom of the bridge deck.
frontage street or road	A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas and for control of access.
General Plan	A General Plan provides a focus and a guide for local land use decisions. Local land use plans consist of goals and policies which aim to direct the physical development of communities and depend on regulatory mechanisms to implement those policies and guide growth and development. A General Plan includes: • Goals and objectives for long-range land use planning. • Specific policies to support goals and objectives. • Seven required "elements": land use, circulation, housing, conservation, open space, noise, and safety. The local government has the option to adopt additional separate elements if it so wishes (e.g., historical, agricultural). Also be aware that area, community, and neighborhood plans are policy instruments adopted as part of the general plan itself.

groundwater	That water which is present under the earth's surface. Ground water is that situated below the surface of the land, irrespective of its source and transient status. Subterranean streams are flows of ground waters parallel to and adjoining stream waters, and usually determined to be integral parts of the visible streams.
growth-related effect	Effects resulting from changes in accessibility to a previously undeveloped area or a redistribution of growth.
Habitat Conservation Plans	Plans developed to lessen habitat loss and fragmentation and to maintain wildlife corridors.
High-Occupancy Vehicle (HOV) lane	A lane reserved for vehicles with a driver and one or more passengers.
Historic Properties Survey Report (HPSR)	The HPSR is the summary document Caltrans uses as its consultation and decision-making document. Under Section 106 PA [1], Caltrans uses it to request SHPO's concurrence on determinations of eligibility or ineligibility for properties within the project APE that were evaluated as part of the project.
Historic property	In federal law, a district, site, building, structure, or object significant in American history, architecture, engineering, archaeology, or culture at the national, state, or local level, that has integrity, and that meets the National Register of Historic Places (NRHP) criteria (is eligible for or listed in the NRHP).
Historic resource	In state law, any object, building, structure, site, area, place, record, or manuscript found to be historically or archaeologically significant, or significant in other specific aspects of California life, and that meets the California Register criteria.
Historic resource under CEQA	In state law, any cultural resource designated as historic under a local ordinance or resolution, identified as significant in a local survey that meets the Office of Historic Preservation standards, is listed in or has been determined eligible for listing in the California Register or National Register of Historic Places.
Historical Resources Evaluation Report (HRER)	The HRER is used to document identification, recordation and evaluation efforts for historical archaeological resources, built environment resources, such as buildings, structures, objects, districts, and linear features. The HRER is an attachment of the HPSR.

Indirect area of potential effect (APE)	The Indirect APE is usually larger than the Direct APE and may extend beyond it to encompass additional properties that could be affected indirectly by the project. Indirect effects may extend beyond the project's footprint to encompass visual, audible, or atmospheric intrusions; shadow effects; vibrations from construction activities; or change in access or use.
interchange	A system of interconnecting roadways in conjunction with one or more grade separations providing for the inter-change of traffic between two or more road-ways on different levels.
infiltration devices	An Infiltration Device is designed to remove pollutants from surface discharges by capturing the Water Quality Volume (WQV) and infiltrating it directly to the soil rather than discharging it to surface waters.
invasive species	Any species, including its seeds, eggs, spores, or other biological material capable of breeding that species, that is not native to that ecosystem and whose introduction does or is likely to cause economic or environmental harm or harm to human health.
key view	Specific views selected to represent the various landscape units throughout the study area, the visual resources, and a number of sensitive viewer perspectives.
Lead Agency	"Lead Agency" means the public agency which has primary responsibility for carrying out or approving a project which may have a significant effect on the environment and preparing the environmental document.
levee	A levee is a natural or artificial slope or wall, usually earthen and often parallels the course of a river.
level of service (LOS)	A rating using qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers.
liquefaction	The loss in the shearing resistance of a cohesionless soil, caused by an earthquake wave. The soil is turned into a fluid mass.
longitudinal encroachment	A longitudinal encroachment would result from a bridge, levee, or road constructed parallel to the existing floodplain.
Measure A:	In 1988 Riverside County voters approved Measure A which established a half-cent sales tax in order to fund transportation improvement projects to address growing transportation congestion in Riverside County. Measure A was reauthorized by the voters in 2002.

media filters	A Media Filter Treatment BMP device primarily removes TSS pollutants (sediments and metals) from runoff by sedimentation and filtering.
Most Likely Descendant (MLD)	Native American tribes, organizations, and individuals who have requested to be placed on the register to be contacted to make recommendations for the treatment and disposition of Native American human remains.
multi-chambered treatment trains (MCTT)	The MCTT is a storm water treatment device that uses sedimentation and filtering in each of three sequential chambers to primarily remove TSS pollutants (sediments and metals) from runoff. The MCTT was developed for treatment of storm water at critical source areas, such as vehicle service facilities, parking areas, paved storage areas and fueling stations.
Multiple Species Habitat Conservation Plan (MSHCP)	The MCP project involves two MSHCPs; one for the Metropolitan Water District and one for the Western Riverside County MSHCP.
National Environmental Policy Act (NEPA)	An Act to establish a national policy for the environment, to provide for the establishment of a Council on Environmental Quality, and for other purposes.
National Historic Preservation Act (NHPA)	The NHPA (Public Law 89-665; 16 USC 470 *et seq.*) became law in 1966 and consists of legislation creating the National Register of Historic Places, the list of National Historic Landmarks and the posts of State Historic Preservation Officers with the intent of preserving historical and archaeological sites.
National Register of Historic Places (National Register)	National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture.
Native American Heritage Commission (NAHC)	The NAHC is to provides protection to Native American burials from vandalism and inadvertent destruction, provides a procedure for the notification of most likely descendants regarding the discovery of Native American human remains and associated grave goods, brings legal action to prevent severe and irreparable damage to sacred shrines, ceremonial sites, sanctified cemeteries and place of worship on public property, and maintains an inventory of sacred places.

NPDES Permit	National Pollutant Discharge Elimination System Permit, which is required for facilities and activities that discharge waste into surface waters from a confined pipe or channel.
nonattainment area	Any geographic region of the United States that the Environmental Protection Agency (EPA) has designated as a nonattainment area for a transportation-related pollutant for which a National Ambient Air Quality Standard (NAAQS) exists.
nonpoint source	A dispersed source of pollution that is not identifiable as to specific location, but may be identified as contributing to water quality degradation from a tributary drainage area (e.g., pesticide residues distributed over an agricultural area).
Notice of Intent (NOI)	A notice that an Environmental Impact Statement will be prepared and considered. The Notice of Intent is published in the Federal Register by the lead federal agency. The CEQA equivalent of this notice is called the Notice of Preparation. The NOI for the MCP project was published in November 2004.
Notice of Preparation (NOP)	The CEQA notice that an EIR will be prepared for a project. The NOP for the MCP project was circulated in November 2004.
Office of Historic Preservation (OHP)	The OHP, in partnership with the people of California and governmental agencies, helps to preserve and enhance California's irreplaceable historic heritage as a matter of public interest so that its legacy will be maintained and enriched for present and future generations.
Paleontology	The study of life in past geologic time based on fossil plants and animals and including phylogeny, their relationships to existing plants, animals, and environments, and the chronology of the Earth's history (Bates and Jackson 1980:451).
paleontologic species	A morphologic species based on fossil specimens. It may include specimens that would be considered specifically distinct if living individuals could be observed (Bates and Jackson 1980:451).
paleontological resource	A locality containing vertebrate, invertebrate, or plant fossils (i.e., fossil location, fossil bearing formation or a formation with the potential to bear fossils).
partial acquisition	The acquisition of a portion of a parcel of property.

pathogens

Pathogens are disease-causing organisms that grow and multiply within the host. Pathogens include viruses, bacteria, protozoa, and possibly helminth worms and are a concern in storm water runoff.

project

CEQA (§21065) defines a "project" as an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:

(a) An activity directly undertaken by any public agency.
(b) An activity undertaken by a person which is supported, in whole or in part, throughout contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
(c) An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

project footprint

The project footprint is the future ROW for all alternatives, based on a minimum 224-foot roadway cross-section for the parkway alternatives and a 128- to 196-foot or greater cross-section for the General Plan alternatives. The project footprint defines the cultural resources Area of Potential Effect (APE) for evaluation purposes of archaeological sites. The project footprint defines the area of direct impacts for all alternatives. The project footprint also includes areas of cut and fill, staging areas for construction vehicles, equipment and materials, haul routes, and borrow areas.

Riverside County Integrated Project (RCIP)

The Riverside County Integrated Project (RCIP) is a comprehensive, three-part, integrated program to determine future conservation, transportation and housing and economic needs in Riverside County.

Riverside County Transportation Commission (RCTC)

The Riverside County Transportation Commission (RCTC) coordinates transit plans with regional and state agencies and allocates transportation development act funds for Riverside County.

Record of Decision (ROD)

A formal written statement required under NEPA, wherein a federal lead agency must present the basis for its decision to approve a selected project alternative, summarize mitigation measures incorporated into the project, and document any required Section 4(f) approval.

Regional Transportation Improvement Program (RTIP)	Based on the State Regional Transportation Improvement Program (STIP), regional agencies, such as Southern California Association of Governments (SCAG), prepare Regional Transportation Improvement Programs to determine programming and funding for local and regional transportation projects.
Regional Transportation Plan (RTP)	". . . the official intermodal metropolitan transportation plan that is developed through the metropolitan planning process for the metropolitan planning area, developed pursuant to 23 CFR part 450."
responsible agency	A "public agency, other than the lead agency which has responsibility for carrying out or approving a project" (PRC 21069). The CEQA Guidelines further explains the statutory definition by stating that a "responsible agency" includes "all public agencies other than the Lead Agency which have discretionary approval power over the project" (14 CCR 15381). State and local public agencies that have discretionary authority to issue permits, for example, fall into this category.
retaining wall	A retaining wall is a structure that holds back soil or rock from a building, structure or area. Retaining walls prevent downslope movement or erosion and provide support for vertical or near-vertical grade changes.
runoff	The portion of precipitation that appears as flow in streams. Drainage or flood discharge which leaves an area as surface flow or a pipeline flow, having reached a channel or pipeline by either surface or subsurface routes.
scoping	A process for determining the scope of issues to be addressed in an environmental document and for identifying significant issues to be analyzed in depth in an EIS and/or EIR.
scour	Process by which water erodes the streambed and banks of a waterway.
Section 4(f)	Section 4(f) of the 1966 Department of Transportation Act prohibits use of land from any historic property on or eligible for the National Register unless there is no feasible and prudent alternative to the use of land from the affected historic property and the project includes all possible planning to minimize harm.
Section 106 of the National Historic Preservation Act (Section 106)	The 1966 National Historic Preservation Act (NHPA) set forth national policy for recognizing and protecting historic properties. It established the National Register of Historic Places, State Historic Preservation Officers and programs, and the Advisory Council on Historic Preservation (ACHP).

	Under Section 106 of the Act, federal agencies are required to take into account the effects of their undertakings on historic properties and provide the ACHP an opportunity to comment on those undertakings. Historic properties are defined in federal law as those properties that are listed in, or meet the criteria for listing in, the National Register of Historic Places.
segment	Shorter than an alternative, most segments run in an east-west direction, although a few run north-south. Data was collected and tabulated for the project technical reports by segment to assist in organizing data collection and analysis for the MCP Alternatives.
seiche	A wave oscillation of the surface of water in an enclosed basin initiated by an earthquake.
setbacks	The minimum horizontal distance slopes shall be set back from site boundaries according to Chapter 70 of the Uniform Building Code. Also applies to the minimum horizontal distance required from faults to structures (see CGS Special Publication 42, pp. 27 and 29).
Service Interchange	An interchange of traffic to or from a local roadway to or from a freeway; also known as local interchange.
significance – CEQA	CEQA defines a "Significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant" (15382). CEQA requires that the lead agency identify each "significant effect on the environment" resulting from the project and avoid or mitigate it. The CEQA Guidelines include mandatory findings of significance for certain effects, thus requiring the preparation of an EIR.
significance – NEPA	NEPA requires that an EIS is required when the proposed federal action has the potential to"significantly affect the quality of the human environment." To determine that potential, one must consider both the context in which the action takes place and the intensity of its effect.
slope ratio	Defined as height to length.

sound wall	A sound wall is a noise barrier exterior structure, designed to protect sensitive land uses from noise pollution.
State Historic Preservation Officer (SHPO)	The SHPO is responsible for the operation and management of the Office of Historic Preservation, as well as long range preservation planning.
State Implementation Plan (SIP)	The portion (or portions) of an applicable implementation plan approved or promulgated, or the most recent revision thereof, under Sections 110, 301(d) and 175A of the Clean Air Act.
State Water Resources Control Board	The principal authority of California for regulation of the quantity and quality of waters of the State, established by act of the legislature in 1967. It assumed responsibility for administration of the Porter-Cologne Water Quality Control Act of 1969.
State Transportation Improvement Program (STIP)	A staged, multiyear, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes and metropolitan plans, TIPs, and processes.
STAA National Network	The STAA National Network is made up of the National Network (NN), Terminal Access (TA) and Service Access routes and determines route classification for STAA trucks.
study area	The MCP study area is the broad area defined in the Statement of Purpose and Need that ranges from approximately 1 to 4 miles in width. The study area for each environmental topic may vary (e.g., the water quality study may consider watersheds that extend outside of the MCP study area).
subsidence	A localized mass movement that involves the gradual downward settling or sinking of the Earth's surface.
surface runoff	The movement of water on Earth's surface, whether flow is over surface of ground or in channels.
survey area	The survey area is the area that ranges from 200 to 700-plus feet in width along the centerline of each alternative, except in areas around Lake Mathews, where the survey area is much wider ("expanded survey area"). It is the survey area for biological resources and for the site identification phase for cultural resources. Surveys of the buffer area will result in a database of identified resources that will be used by the engineering team to avoid and minimize impacts to resources as much as possible when establishing the right-of-way for each alternative. The survey area was previously referred to as a "buffer area" in early project correspondence.

swale	A shallow, gentle depression in the earth's surface. This tends to collect the waters to some extent and is considered in a sense as a drainage course, although waters in a swale are not considered stream waters.
System Interchange	Interchange of traffic to or from controlled access facilities, with one or more grade separation.
threatened and endangered species	Threatened or endangered species are species of plants and animals that are formally listed as endangered under the Federal Endangered Species Act of California Endangered Species Act.
total dissolved solids (TDS)	TDS refers to the sum of all cations or anions (sometimes measured in parts per million as calcium carbonate). TDS comprise inorganic salts (principally calcium, magnesium, potassium, sodium, bicarbonates, chlorides and sulfates) and small amounts of organic matter that are dissolved in water.
total suspended solids (TSS)	TSS is the dry-weight of particles that are suspended in water.
Traditional Cultural Property (TCP)	A TCP can be defined generally as one that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community.
Transportation Improvement Program (TIP)	A staged, multiyear, intermodal program of transportation projects that is consistent with the metropolitan transportation plan. It is a federal term.
Transportation Control Measure (TCM)	". . . is any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in § 108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the above, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of Project-level conformity."
transverse encroachment	A transverse encroachment would result from construction, or placement of fill, in the base floodplain perpendicular to the direction of flow.

truck climbing lane

A lane required by Caltrans Highway Design Manual Section 204.5 when the grade of the transportation facility exceeds 2 percent and the total change in elevation is greater than 75 m (246 ft).

trustee agency

A state agency having jurisdiction by law over natural resources affected by project which are held in trust for the people of the State of California. Trustee agencies include:

(a) the California Department of Fish and Game with regard to the fish and wildlife of the state, to designated rare or endangered native plants, and to game refuges, ecological preserves, and other areas administered by the department;
(b) the State Lands Commission with regard to state owned "sovereign" lands such as the beds of navigable waters and state school lands;
(c) the State Department of Parks and Recreation with regard to units of the State Park System; and
(d) the University of California with regard to sites within the Natural Land and Water Reserves System" (14 CCR 15386).

Value Analysis

A value analysis is a required by Caltrans during large transportation projects and is a method for enhancing product value by improving the relationship of performance to cost through the study of function.

viaducts

A viaduct is a bridge composed of several small spans. Many viaducts over land connect points of similar height in a landscape, usually by bridging a river valley or other eroded opening in an otherwise flat area. Viaducts over water are often combined with other types of bridges or tunnels to cross navigable waters.

vista point

A paved area beyond the shoulder that permits travelers to safely exist the highway to stop and view a scenic area. In addition to parking areas, amenities such as trash receptacles, interpretive displays, and in some cases, rest rooms, drinking water and telephones may be provided.

Uniform Act

The Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended in 1987, collectively known as the Uniform Act, as amended, provides for uniform and equitable treatment of persons displaced from their homes, businesses, non-profit associations, or farms by Federal and federally-assisted programs, and establishes uniform and equitable land acquisition policies.

watershed

The area drained by a stream or stream system.

wet basins	Wet Basins are detention systems comprised of a permanent pool of water, a temporary storage volume above the permanent pool, and a shoreline zone planted with aquatic vegetation. Wet Basins are designed to remove pollutants from surface discharges by temporarily capturing and detaining the WQV in order to allow settling and biological uptake to occur.
wetland	Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. (USACE and EPA definition)

This page intentionally left blank

Appendix F Environmental Commitments Record

The California Environmental Quality Act (CEQA), Public Resources Code Section 21081, and Sections 15091 and 15097 of the State CEQA Guidelines require that a Mitigation Monitoring and Reporting Program be adopted when the Lead Agency (in this case the Riverside County Transportation Commission [RCTC]) adopts an environmental document. The purpose of the Environmental Commitments Record (ECR) is to fulfill this requirement under CEQA and to assign responsibility for the implementation, monitoring, and timing of each mitigation measure that has been identified to reduce an identified environmental impact to a less than significant level. The Lead Agency is required to ensure compliance with each of the adopted mitigation measures in the ECR because additional significant environmental impacts could result from the project if the mitigation measures are not implemented. Because RCTC will administer the design, right of way acquisition, and construction of the project, all the mitigation measures will be the responsibility of RCTC to implement.

The attached table lists all feasible mitigation measures adopted to reduce potentially significant impacts. Following the project mitigation measures are project design features and other project components that would also serve to avoid or substantially reduce adverse project impacts, where possible. The three columns on the right side of the table list the timing of the mitigation measure, project design feature, or project component and the party responsible for ensuring that the mitigation measure is implemented. The far-right column is left blank to allow staff to add the verification date of each mitigation measure, project design feature, or project component. This column should be used as a reference for verifying that each of the mitigation measures, project design features, or project components is implemented and that ongoing mitigation measures are regularly checked. Once the project is constructed, a report shall be submitted to FHWA that reports on the project's compliance with the mitigation measures and is also maintained in RCTC's files.

It should be noted that the mitigation measures and project design features for the MCP Build Alternatives do not necessarily apply along the entire length of each alternative. Because few of the identified impacts occur along the entire length of each alternative, the majority of the measures and project design features do not apply along the entire length of each alternative. For example, measures related to biological resources would apply only in those areas along the alignment where the

affected types of biological resources occur but would not apply in developed areas where none of those biological resources occurs. In summary, each measure and project design feature applies at those locations along each alignment where the type of impact addressed by that measure/project design feature could potentially occur. As part of the construction specifications for the selected alternatives, detailed information on the applicability of each measure/project design feature along the alignment will be described.

Environmental Commitments Record

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
LAND USE					
LU-1	During construction, the construction contractor shall be required by the Riverside County Transportation Commission (RCTC) to maintain pedestrian access to adjacent land uses the construction area throughout the construction period. If existing access points are disrupted, alternative access will be provided. Appropriate signage and temporary sidewalks will be provided as needed throughout construction, and the construction contractor shall provide and maintain appropriate signage to direct both pedestrian and vehicular traffic to businesses via alternate routes. Disabled access, consistent with the requirements of the Americans with Disabilities Act, shall also be maintained during construction.	RCTC/Project Development Director	During construction		
LU-2	During construction, the Riverside County Transportation Commission (RCTC) shall require one or more public information field office(s) near the construction site(s) be established. The field office(s) will serve the following purposes: • Provide the community and businesses with a physical location where information pertaining to construction can be obtained in both English and Spanish • Enable RCTC staff to facilitate communication between RCTC staff and residents and business operators • Notify property owners, residents, and businesses of major construction activities (e.g., utility relocation/disruption, rerouting of delivery trucks) at least 14 days prior to the disruption • Respond to phone inquiries • Coordinate business outreach programs	RCTC/Project Development Director	During construction		
LU-3	Following approval of the Mid County Parkway (MCP) project, the Riverside County Transportation Commission (RCTC) shall request that the County of Riverside and the Cities of Corona, Perris, and San Jacinto amend their respective General Plans to reflect the final MCP alignment, interchange locations, and modification of land use designations for property that will be acquired for the project.	RCTC/Project Development Director	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
LU-4	Prior to completion of final design of the Mid County Parkway (MCP) project, the Riverside County Transportation Commission (RCTC) shall require replacement of the land used from Paragon Park, providing replacement park acreage and facilities east of Redlands Avenue and immediately north and south of the MCP alignment. Pedestrian access between Paragon Park and the new park facilities would be provided across the MCP alignment east of Redlands Avenue to ensure that park patrons can safely walk or ride bicycles between the two facilities. RCTC will coordinate closely with the City of Perris during final design of the replacement park areas to include, modify, relocate, and/or expand the existing uses at Paragon Park to best meet the park and recreation needs of the community.	RCTC/Project Development Director	During final design		
GROWTH					
No mitigation measures for growth-related effects are required.					
FARMLANDS AND TIMBERLANDS					
AG-1	Prior to the start of any construction activity adjacent to farmlands, the Riverside County Transportation Commission (RCTC) shall provide written notification to agricultural property owners or leaseholders immediately adjacent to the disturbance limits for the Mid County Parkway (MCP) project. The notification is to indicate the intent to begin construction, including an estimated date for the start of construction. In order to provide agricultural property owners or leaseholders sufficient lead time to make any changes to their operations due to MCP project construction, this notification shall be provided at least 3 but no more than 12 months prior to the start of construction activity.	RCTC/Project Development Director	Prior to the start of any construction activity adjacent to farmlands		
AG-2	Prior to the start of any construction activity adjacent to any farmlands, the Riverside County Transportation Commission (RCTC) shall coordinate with agricultural property owners or leaseholders to provide temporary livestock and equipment crossings of the MCP right of way to minimize impacts to livestock movement, and routine operations and normal business activities during project construction.	RCTC/Project Development Director	Prior to the start of any construction activity adjacent to farmlands		
AG-3	Prior to completion of right of way acquisition, the Riverside County Transportation Commission (RCTC) shall prepare and send all required notices to the Director of Conservation and the local governing body responsible for the administration of agricultural preserves pursuant to	RCTC/Project Development Director	During right of way acquisition		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	Section 51291 of the Williamson Act for any roadways within established agricultural preserves.				
AG-4	During final design, and in coordination with property owners of lands in use for agricultural operations, the Riverside County Transportation Commission (RCTC) will finalize the realignments of any affected access roads to provide equipment crossings to minimize impediments to routine agricultural operations and normal business activities that may result from long-term project operation.	RCTC/Project Development Director	During final design		
COMMUNITY IMPACTS AND RELOCATION (INCLUDING ENVIRONMENTAL JUSTICE)					
--	All property acquisition and relocation for the MCP Build Alternatives will be handled in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Stat. 1894).	RCTC/Project Development Director	During right of way acquisition		
UTILITIES AND EMERGENCY SERVICES					
U&ES-1	**Public Facility Acquisition.** During final design, the Riverside County Transportation Commission (RCTC) will refine the project design to avoid or minimize temporary use of and permanent acquisition of land currently occupied by public service facilities. The RCTC will coordinate with the affected public agencies to obtain their input in the design refinement process. Specifically for Station No. 90, RCTC will coordinate with the City of Perris to finalize the location, property acquisition, size, parking, design, and funding for the relocation of the City of Perris/Riverside County Fire Department (RCOFD)/Police Substation to the northeast corner of the Redlands Avenue/Placentia Avenue intersection, an approximate 0.49-hectare (1.21-acre) property. Specifically for the Temescal Public Safety Facility, RCTC will coordinate with the City of Corona to finalize the relocation of the loss of parking area if it cannot be accommodated on site. The driveway and facility will remain operational after the partial acquisition.	RCTC/Project Development Director	During final design		
U&ES-2	**Fire Protection.** During construction in areas subject to wildfires as determined by the Riverside County Fire Department (RCOFD), the Riverside County Transportation Commission (RCTC) shall require the	RCTC/Project Development Director	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	contractor to install signs around construction sites warning of high fire risk and of area closings during the high fire season as declared by the RCOFD.				
U&ES-3	**Fire Protection.** During construction, the construction contractor will be required to maintain access by emergency personnel to any existing fire roads as identified and used by the Riverside County Fire Department (RCOFD).	RCTC/Project Development Director	During construction		
U&ES-4	**Fire Protection.** During final design, the long-term preservation/ provision of access to the existing fire road grid for the Riverside County Fire Department (RCOFD) will be incorporated by the Riverside County Transportation Commission (RCTC) in the facility design, in consultation with RCOFD, California Department of Transportation (Caltrans), and local jurisdictions.	RCTC/Project Development Director	During final design		
U&ES-5	**Fire Protection.** During construction, the contractor will implement fuel modification techniques as required by the Riverside County Fire Department (RCOFD) in areas of fire hazard as determined by the RCOFD.	RCTC/Project Development Director	During construction		
U&ES-6	**Fire Protection.** To minimize the risk of wildfire during construction, the construction contractor shall ensure that all construction vehicles are equipped with fire extinguishers and shovels, and that all construction equipment is inspected to ensure it is in compliance with minimum fire safety standards. Inspections by the construction contractor will be documented in weekly reports to the Riverside County Transportation Commission (RCTC).	RCTC/Project Development Director	During construction		
U&ES-7	**Fire Protection.** Prior to completion of final design, the Riverside County Transportation Commission (RCTC) shall provide brush management zones in areas adjacent to existing reserves, the Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area, and other undeveloped lands in accordance with Section 6.4 of the MSHCP.	RCTC/Project Development Director	Prior to completion of final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
U&ES-8	**Fire, Emergency Medical, and Law Enforcement.** Prior to completion of final design, emergency call boxes will be identified on project plans and installed during construction along the Mid County Parkway (MCP) roadway in undeveloped areas of high and extreme fire hazard consistent with existing Riverside County Fire Department (RCOFD), California Department of Transportation (Caltrans), and/or local jurisdictions' policies on emergency call boxes.	RCTC/Project Development Director	Prior to completion of final design		
U&ES-9	**Fire, Emergency Medical, and Law Enforcement.** Prior to and during construction, the Riverside County Transportation Commission (RCTC) and the construction contractor will coordinate all temporary ramp closures and detour plans with fire, emergency medical, and law enforcement providers to minimize temporary delays in emergency response times as part of the Traffic Management Plan identified in Mitigation Measure TR-2, including the identification of alternative routes and routes across the construction areas for emergency vehicles developed in coordination with the affected agencies.	RCTC/Project Development Director	Prior to and during construction		
U&ES-10	**Utilities.** During final design, the Riverside County Transportation Commission (RCTC) shall prepare utility relocations plans for utilities anticipated to be relocated, in consultation with the affected utility provider/owners. The Project Engineer will seek: (1) to avoid utility relocations; (2) if relocation is necessary, to relocate utilities across the MCP right of way or within other existing public right of ways and/or easements; (3) if relocation outside of existing or proposed public right of way and/or easements, to relocate in such a manner as to minimize environmental impacts as a result of construction and ongoing maintenance and repair activities.	RCTC/Project Development Director	During final design		
TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES					
TR-1	During final design, the Riverside County Transportation Commission (RCTC) shall conduct a study to determine the most beneficial and cost-effective transportation improvements that will mitigate the traffic impacts of the Mid County Parkway (MCP) project on Interstate 15 (I-15) and on the I-15/State Route 91 (SR-91) interchange. Prior to the opening of any segment of the project that substantially impacts traffic operations along I-15, RCTC shall implement the transportation improvements recommended by the study. It is not feasible to conduct	RCTC/Project Development Director	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date

	this study now because RCTC has initiated two other transportation projects on I-15 and SR-91 that may impact this section of I-15. The performance standard for this mitigation measure is to achieve level of service (LOS) D or better on this section of I-15.
	
	Potential improvements are listed below for the three separate facilities that would be substantially impacted by the project, the I-15 mainline, the I-15 northbound to SR-91 westbound ramp, and the SR-91 eastbound to I-15 southbound ramp:
	
	• **Potential I-15 Mainline Improvements**
	  • Provide an additional general purpose lane in each direction of travel from the Ontario Avenue interchange to the SR-91 interchange. This improvement would provide level of service (LOS) F conditions in 2035 with a density of 57.6 vehicles per mile per lane (vpmpl) with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 73.0 vpmpl.
	  • Provide an additional high occupancy toll (HOT) lane in each direction of travel from the Ontario Avenue interchange to the SR-91 interchange. This improvement would provide LOS F conditions in 2035 with a density of 68.3 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 73.0 vpmpl.
	  • Convert the planned high occupancy vehicle (HOV) lanes proposed for the I-15 freeway to HOT lanes, and add an additional HOT lane in each direction of travel from the Ontario Avenue interchange to the SR-91 interchange. The overall result would be to provide two HOT lanes in each direction of travel. This improvement would provide LOS F conditions in 2035 with a density of 65.4 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 73.0 vpmpl.				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date

	• **Potential I-15 Northbound to SR-91 Westbound Ramp Improvements**
	  • Widen the ramp to provide a continuous two-lane connection from I-15 northbound to SR-91 westbound. This improvement would provide LOS E conditions in 2035 with a density of 44.0 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 86.5 vpmpl.
	  • Provide a direct HOV-to-HOV connector from I-15 northbound to SR-91 westbound. This improvement would provide LOS F conditions in 2035 with a density of 74.8 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 86.5 vpmpl.
	  • Provide a direct HOT-to-HOT connector from I-15 northbound to SR-91 westbound. This improvement would provide LOS F conditions in 2035 with a density of 70.4 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 86.5 vpmpl.
	
	• **Potential SR-91 Eastbound to I-15 Southbound Ramp Improvements**
	  • Widen the ramp to provide an additional general purpose lane. This improvement would provide LOS D conditions in 2035 with a density of 32.6 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 48.1 vpmpl.
	  • Provide a direct HOV-to-HOV connector from SR-91 eastbound to I-15 southbound. This improvement would provide LOS E conditions in 2035 with a density of 41.6 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 48.1 vpmpl.
	  • Provide a direct HOT-to-HOT connector from SR-91 eastbound to I-15 southbound. This improvement would provide LOS E conditions in 2035 with a density of 39.1 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 48.1 vpmpl.				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
TR-2	Prior to construction, the Riverside County Transportation Commission (RCTC) will prepare a Traffic Management Plan (TMP) in consultation with the California Department of Transportation (Caltrans) and affected local jurisdictions that will consist of, but not be limited to, the following standard measures to alleviate traffic inconvenience caused by construction activities. • **Traffic Control:** This project will require traffic control elements such as lane/shoulder closures and temporary signing/striping on Interstate 15 (I-15) and Interstate 215 (I-215). • **Construction Zone Enhanced Enforcement Program (COZEEP):** Through coordination with Caltrans and the California Highway Patrol (CHP), this program was developed to provide a safer work zone for both construction workers and the motoring public. The program uses two CHP officers who enforce lane closures and also provide a visual deterrent to errant/speeding vehicles. • **Public Awareness Campaign (PAC):** Although the majority of the major closures will occur at night, vehicles traveling through the construction zone will likely experience longer than normal delays. To reduce these delays and confusion to the monitoring public during construction activities, the RCTC will implement a PAC. The purpose of the PAC is to keep the surrounding community abreast of the project's progress and construction activities that could affect their travel plans. Mailers/flyers, local newspaper advertising, local radio information, public meetings, a project Web site, and e-mail, as appropriate, will be used to disseminate this information. • **Signing:** Post information signing on I-15, I-215, and the local arterials prior to and during construction to inform motorists of delays, ramp or lane closures, and alternate travel routes. • **Pedestrian Access:** Provide a pedestrian detour plan to accommodate sidewalk closures. • **Business Access:** Provide a plan to maintain access to businesses. • **Haul Routes:** Identification of designated haul routes in consultation with the affected local jurisdictions.	RCTC/Project Development Director	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	• **Haul Routes:** Limiting construction truck and haul traffic to designated routes only. • **Construction Scheduling (start/stop times, major materials deliveries, export hauling, etc.):** Shall be scheduled to avoid a.m. and p.m. peak traffic periods on adjacent streets so that the majority of construction-related traffic occurs outside of peak commuting times. • **Signage:** Coordinate with Caltrans and local agencies to ensure that signage for haul routes, detour routes, and public information is consistent.				
TR-3	Prior to completion of final design, the Riverside County Transportation Commission (RCTC) will coordinate with each affected local jurisdiction to determine an appropriate rerouting of any planned trail that would be impacted by the Mid County Parkway (MCP) project. Rerouting of trails shall be done to maintain continuity and connectivity of the regional trail system.	RCTC/Project Development Director	Prior to completion of final design		
VISUAL AND AESTHETICS					
VIS-1	Prior to construction, the Riverside County Transportation Commission (RCTC) will locate construction and staging areas within public rights of way and within the maximum project disturbance footprint defined for the Mid County Parkway (MCP).	RCTC/Project Development Director	Prior to construction		
VIS-2	Prior to construction, the Riverside County Transportation Commission (RCTC) will prepare a Landscape Plan that will be incorporated into the final design of the Mid County Parkway (MCP) project. RCTC or local entities will be responsible for long-term maintenance of the roadside landscaping until such time as California Department of Transportation (Caltrans) assumes responsibility for the MCP if it is designated as a State Highway. Highway planting is warranted on new highways where adjacent properties are developed at the time the highway is accepted. The Landscape Plan shall be submitted for review by the Caltrans District 8 Landscape Architect. The Caltrans District 8 Landscape Architect shall approve the parts of the Landscape Plan applicable to State Highway right of way.	RCTC/Project Development Director	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	The Landscape Plan will include the following components: • Incorporation of applicable procedures and requirements as detailed in the publication Caltrans *Highway Design Manual,* Section 902.1, Planting Guidelines (November 2001), and any applicable local agency requirements. • Identification of areas within the project limits for revegetation, including landscaping for graded areas with plant species consistent with adjacent vegetation and enhancement of new project structures (ramps, sound walls, and retaining walls). • Planting of trees, shrubs, and groundcover along the MCP and at interchange locations to enhance the existing visual planting character of the area. • Planting of drought-resistant plants along the MCP so as to be consistent with Metropolitan Water District guidelines, which promote the use of xeric (adapted to arid conditions) landscaping techniques. The irrigation design and implementation practices will also conform to the water conservation measures established in Assembly Bill 325, the Water Conservation in Landscaping Act of 1990 (in effect January 1, 1993). Plants shall also be durable in relation to urban pollutants such as smog. • Incorporate soil erosion control planting (groundcover, native grasses, wildflowers) into the embankments and within the areas of steeper slopes. Vegetation planted adjacent to walls will not be highly sensitive to shadow and shade. All plantings will be drought-resistant and, in areas where shade occurs for most of the day, shadow-resistant to ensure plant longevity and the sustainable use of water resources. • Incorporate slope rounding and contour grading to minimize the slopes and visually soften grade changes.				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
VIS-3	Prior to completion of the final design, the Riverside County Transportation Commission (RCTC) will require that the Project Engineer minimize removal of existing mature trees. If removal of mature trees cannot be avoided, additional landscape improvements will be incorporated into the final design. The replacement ratio of any trees removed shall be determined in consultation with the California Department of Transportation (Caltrans) District 8 Landscape Architect.	RCTC/Project Development Director	Prior to completion of final design		
VIS-4	Prior to completion of the final design, the Riverside County Transportation Commission (RCTC) will require that the Project Engineer incorporate attractive walls, medians, and other visually pleasing hardscape in the project design.	RCTC/Project Development Director	Prior to completion of final design		
VIS-5	Prior to completion of the final design, the Riverside County Transportation Commission (RCTC) will include aesthetic enhancements for soundwalls in the final design. The design of soundwalls requires compliance with California Department of Transportation (Caltrans) standards for sound attenuation, safety requirements, and other pertinent standards. The design of soundwalls requires compliance with the Caltrans *Highway Design Manual* standards and aesthetic treatments shall be reviewed by the Caltrans District 8 Landscape Architect. The Caltrans District 8 Landscape Architect shall approve the design of any soundwalls within state highway right of way. The soundwalls shall include the following features: • Attractive, decorative elements such as local art shall be incorporated into soundwall design in order to increase the visual quality of the area and to provide an expression of the regional "sense of place." • Where landscaping can be accommodated within the public right of way, areas in front of soundwalls shall be landscaped, including trees, shrubs, and vines (depending upon the space available), to break the visual monotony, soften the appearance of soundwalls, and deter graffiti.	RCTC/Project Development Director	Prior to completion of final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
VIS-6	Prior to completion of the final design, the Riverside County Transportation Commission (RCTC) will include aesthetic enhancements for retaining walls in the project design. Attractive, decorative elements such as local art shall be incorporated into architectural treatment wall design to increase the visual quality of the area and to provide an expression of the regional "sense of place." The retaining walls along the Mid County Parkway (MCP) or interchange off- and on-ramps will require compliance with California Department of Transportation (Caltrans) standards for safety.	RCTC/Project Development Director	Prior to completion of final design		
VIS-7	Prior to completion of final design, a lighting plan will be prepared by the Riverside County Transportation Commission (RCTC) for approval by California Department of Transportation (Caltrans) District 8 in areas under state jurisdiction and for approval by the County or the affected Cities within their jurisdictions. The lighting fixtures will be designed to minimize glare on adjacent properties and into the night sky. Lighting will be shielded with nonglare hoods and focused within the Mid County Parkway (MCP) project right of way.	RCTC/Project Development Director	Prior to completion of final design		
VIS-8	Prior to completion of final design, a Mid County Parkway (MCP) Corridor Master Plan will be prepared by the Riverside County Transportation Commission (RCTC). In preparing the MCP Corridor Master Plan, RCTC shall coordinate with the County and affected Cities for the portions of the project within their respective jurisdictions. RCTC shall also involve the California Department of Transportation (Caltrans) in the Context Sensitive design process for the MCP Corridor Master Plan. The MCP Corridor Master Plan will include a design template for aesthetic features applied to any structures throughout the MCP corridor. The purpose of the MCP Corridor Master Plan is to create consistency in aesthetic design throughout the length of the MCP corridor. The Master Plan will be designed in conjunction with the landscape plan for the MCP.	RCTC/Project Development Director	Prior to completion of final design		
CULTURAL RESOURCES					
AR-1	During final design, the Riverside County Transportation Commission (RCTC), in consultation with California Department of Transportation (Caltrans), State Historic Preservation Officer (SHPO), and interested Native American tribes shall prepare an Archaeological Monitoring Plan	RCTC/Project Development Director	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	(AMP). The AMP shall establish procedures for archaeological resource surveillance, and procedures for temporarily halting or redirecting work to permit identification, sampling, and evaluation of archaeological resources. At a minimum, the AMP shall: • Require an archaeologist to be present during construction activities in native soils; • Require a Native American representative to be present during construction activities in native soils; • Require the archaeologist and tribal representative to be present at the pre-grading conference to explain the established procedures in the AMP; • Establish a protocol for the discovery of new archaeological resources; • Requires that the protocol for the unanticipated discovery of human remains is followed. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner shall be contacted. Pursuant to PRC Section 5097.98 and California Code of Regulations Section 15064.5, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact the District Environmental Branch Chief or the District Native American Coordinator (Gwyn Alcock, 909/383-4045) so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable; • Require monthly archaeological monitoring status reports; • Require a final archaeological monitoring report; • Establish a curation facility for collected archaeological material; and • Maintain Environmentally Sensitive Areas (ESAs) during construction near three sites (P-33-1649, P-33-12230, and LSA-JCV531-S-207) as detailed in the ESA Action Plan.				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	P-33-1512. The ability and nature of avoidance and minimization of adverse effects to Site P-33-1512 are not known at this time; therefore, mitigation measures are proposed based on current Alternative 9 Temescal Wash Area Design Variation (TWS DV) plans. • Prior to the start of construction at this location, data recovery shall be conducted at this site for all portions of the site within the area of potential effects (APE). Although the southern tip of the site is south of, and not within, the right of way, data recovery shall be conducted here because of the loss of physical and legal continuity between the northern (66 percent of the total site area) and southern (10 percent of the total site area) portions of the site. The data recovery shall attempt to exhaust all research potential that Site P-33-1512 has to offer. Methods shall include, but not be limited to, 1-square-meter units, surface collection grids, extensive research into site function, settlement patterns, etc. Nondestructive, noncollection, and nonexcavation mapping and analysis shall be conducted in the northern 66 percent of the site in order to adequately characterize the entire site in data recovery. Native American tribes shall be consulted throughout the data recovery process. Disposition arrangements shall be agreed to prior to initiating any data recovery efforts. • The portion of the site that is adjacent and north of the proposed Alternative 9 right of way shall be further protected with the designation of an ESA in accordance with the Caltrans Section 106 Programmatic Agreement. The northern 66 percent of the site shall be protected from any possible project impacts via the use of fencing during project construction and the presence of an archaeological monitor and a Native American monitor. No collection or excavation shall be conducted here unless plans change to include disturbance of this area.				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	P-33-1650/P-33-16687. The ability and nature of avoidance and minimization of adverse effects to Site P-33-1650/P-33-16687 are not known at this time. Therefore, mitigation measures are proposed based on current Alternative 9 TWS DV plans. • Prior to the start of construction at this location, data recovery shall be conducted at this site for all portions of the site within the right of way (the eastern 60 percent of the total site area). The data recovery shall attempt to exhaust all research potential that Site P-33-1650/P-33-16687 has to offer. Methods shall include, but not be limited to, 1-square-meter units, surface collection grids, extensive research into site function, settlement patterns, etc. Nondestructive, noncollection, and nonexcavation mapping and analysis shall be conducted in the western 40 percent of the site in order to adequately characterize the entire site in data recovery. Native American tribes shall be consulted throughout the data recovery process. Disposition arrangements shall be agreed to prior to initiating any data recovery efforts. • The portion of the site that is adjacent to the proposed Alternative 9 right of way shall be further protected with the designation of an ESA in accordance with the Caltrans Section 106 Programmatic Agreement. The western half of the site shall be protected from any possible project impacts via the use of fencing during project construction and the presence of an archaeological monitor and a Native American monitor. No collection or excavation shall be conducted here unless plans change to include disturbance of this area. **P-33-16598.** The following mitigation is proposed for Site P-33-16598 based on direct effects to the portion of the site that is in Alternative 9 TWS DV. • The portion of the site that is adjacent to the proposed Alternative 9 right of way shall be further protected with the designation of an ESA in accordance with the Caltrans Section 106 Programmatic				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	Agreement. The site shall be protected from any possible project impacts via the use of fencing during project construction and the presence of an archaeological monitor and a Native American monitor during all ground disturbing activities in the area of Site P-33-16598. **P-33-16679.** The ability and nature of avoidance and minimization of adverse effects to Site P-33-16679 are not known at this time. Therefore, mitigation measures are proposed based on current Alternative 9 plans. • Prior to the start of construction at this location, data recovery shall be conducted for all portions of this site, including the small portion of the southern tip of Locus A, which is outside of the right of way. Although the southern tip of the site is south of and not within the right of way, data recovery shall be conducted here because of the loss of association with the larger portion of the site. The data recovery shall attempt to exhaust all research potential that Site P-33-16679 has to offer. Methods shall include, but not be limited to, 1-square-meter units, trench-and-block excavation, and extensive research into site function, settlement patterns, etc. Native American tribes shall be consulted throughout the data recovery process. Disposition arrangements shall be agreed to prior to initiating any data recovery efforts.				
HYDROLOGY AND FLOODPLAINS					
Measures to minimize floodplain impacts were included in the design of the project and are described in detail in Chapter 2.0, Project Description.					
WATER QUALITY AND STORM WATER RUNOFF					
WQ-1	Prior to and during construction, the Riverside County Transportation Commission (RCTC) will comply with the provisions of the *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (General Permit)* Order No. 99-08-DWQ, NPDES No. CAS000002, and any subsequent permit or individual permit if required by the Regional Water Quality Control Board (RWQCB) as they relate to construction activities for the project, including dewatering. This will include submitting a	RCTC/Project Development Director	Prior to and during construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) at least 30 days prior to the start of construction; preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP); and submitting a Notice of Termination to the Santa Ana Regional Water Quality Control Board (RWQCB) upon completion of construction and stabilization of the site.				
WQ-2	Prior to and during construction, the Riverside County Transportation Commission (RCTC) will comply with the provisions of the *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimus) Threat to Water Quality*, Order No. R8-2003-0061 National Pollutant Discharge Elimination System (NPDES) No. CAG998001, as they relate to discharge of non-storm water dewatering wastes for the project. This will include submitting to the Santa Ana Regional Water Quality Control Board (RWQCB) a Notice of Intent (NOI) at least 60 days prior to the start of construction, notification of discharge at least 5 days prior to any planned discharges, and monitoring reports by the 30th day of each month following the monitoring period.	RCTC/Project Development Director	Prior to and during construction		
WQ-3	Prior to completion of final design, the Riverside County Transportation Commission (RCTC) will follow the procedures outlined in the California Department of Transportation's (Caltrans) *Storm Water Quality Handbooks, Project Planning and Design Guide* for implementing Design Pollution Prevention and Treatment Best Management Practices (BMPs) for the project. This will include coordination with the Santa Ana Regional Water Quality Control Board (RWQCB) with respect to feasibility, maintenance, and monitoring of Treatment BMPs as set forth in Caltrans *Statewide Storm Water Management Plan*.	RCTC/Project Development Director	Prior to completion of final design		
WQ-4	Prior to completion of final design, the Riverside County Transportation Commission (RCTC) will identify opportunities where infiltration basins and biostrips can be used in lieu of detention basins and bioswales. As a part of final design, opportunities to convey storm water runoff to bioswales or biostrips before conveying it to infiltration basins, detention basins, or sand filters will be identified and included in project plans.	RCTC/Project Development Director	Prior to completion of final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
GEOLOGY, SOILS, SEISMIC, AND TOPOGRAPHY					
GEO-1	Prior to completion of final design, the Riverside County Transportation Commission (RCTC) will prepare a design-level geotechnical report. It is not feasible to prepare such a study at this time because the design is at a preliminary/conceptual stage. This report will document soil-related constraints and hazards such as slope instability, settlement, liquefaction, or related secondary seismic impacts that may be present. Acceptance of this report will be subject to the local agencies with jurisdiction over the MCP project right of way and the California Department of Transportation (Caltrans) for portions of the MCP project within State highway right of way. The performance standard for this report will be the geotechnical design standards of the State of California, Caltrans, and the affected local jurisdictions. The report shall also include: • Evaluation of expansive soils and recommendations regarding construction procedures and/or design criteria to minimize the effect of these soils on the development of the project. • Identification of potential liquefiable areas within the project limits and recommendations for mitigation. Any areas that require mitigation would be within the disturbed areas, and no additional impacts would result. Demonstration that side slopes can be designed and graded so that surface erosion of the engineered fill is not increased compared to existing, natural conditions.	RCTC/Project Development Director	Prior to completion of final design		
GEO-2	During construction, and as included on project plans during final design, the Riverside County Transportation Commission (RCTC) will require planting of native vegetation with good soil-binding characteristics and low water requirements on engineered slopes to reduce erosion and slope instability. These types of plants include species that are compatible with existing adjacent habitat and native to the project area, including but not limited to the following: brittlebush (*California encelia*), California buckwheat (*Eriogonum fasciculatum*),	RCTC/Project Development Director	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	California sagebrush (*Artemisia californica*), and deerweed (*Lotus scoparius*). Sixty percent of the planting coverage shall be completed within the first 5 years of construction.				
GEO-3	The Riverside County Transportation Commission (RCTC) will maintain a quality assurance/quality control plan during construction. The plan will include observing, monitoring, and testing by a geotechnical engineer and/or geologist during construction to confirm that geotechnical/geologic recommendations are fulfilled, or if different site conditions are encountered, appropriate changes are made to accommodate such issues. The geotechnical engineer will submit weekly reports to RCTC while grading, excavation, and construction activities are underway.	RCTC/Project Development Director	During construction	--	--
GEO-4	Prior to completion of final design, the Riverside County Transportation Commission (RCTC) will undertake a detailed review of available well information to locate all groundwater wells within the MCP project right of way. Any groundwater wells that occur within the MCP project right of way will be identified on a well management plan and abandoned properly during project construction in accordance with California Department of Water Resources Standards (Bulletin 74-90). Any water supply provided by active wells will be replaced. Replacement water may be provided by a variety of means, such as installing a new well or by creating a connection to a municipal supply. The project engineer will document the location of existing wells, the abandonment approval by the agencies with jurisdiction for those wells within the MCP project right of way, and the replacement water supply as needed for active wells in a report submitted to RCTC for review and approval prior to initiation of construction activities.	RCTC/Project Development Director	Prior to the completion of final design		
PALEONTOLOGY					
PAL-1	Prior to the beginning of construction, the Riverside County Transportation Commission (RCTC), in accordance with the guidelines on the California Department of Transportation (Caltrans) Standard Environmental Reference Web site, the County of Riverside guidelines, guidelines of the Bureau of Land Management (BLM), and the guidelines of the Society of Vertebrate Paleontology, shall develop a Paleontological Mitigation Plan (PMP) for implementation during the	RCTC/Project Development Director	Prior to the beginning of construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	excavation phase of the MCP project. The PMP shall include the following steps: • Prior to the start of construction activity, RCTC shall retain a qualified vertebrate paleontologist. The paleontologist shall establish procedures (monitoring plan) for paleontological resource monitoring and procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the paleontological resources as appropriate. The paleontologist shall also be present at the pregrading conferences to explain the established procedures based on a preapproved monitoring plan. If paleontological resources are discovered, a qualified project paleontologist shall determine appropriate actions, in cooperation with RCTC, for testing and/or data recovery, plans for which may be developed in advance to avoid construction delays. The paleontologist shall submit a follow-up report to RCTC that shall include the period of inspection, an analysis of any fossils found, the results of any testing or data recovery, and the present repository of the fossil specimens. Paleontological monitoring reports shall be submitted to RCTC on a monthly or more frequent basis during grading and excavation activities of the construction phase of the MCP project. • A qualified paleontological monitor will be present during ground-disturbing activities within the project disturbance limits in potentially fossiliferous formations crossed by the MCP project. These sediments are likely to contain paleontological resources. The monitoring for paleontological resources will be conducted on a full-time basis where fossiliferous sediments are exposed at the surface (High A) and at elevations where excavation is 0.9 meter (3 feet) below the surface where paleontological resources are anticipated at depth (High B). The monitor will be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. The monitor will be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples will be collected and processed to recover microvertebrate fossils. Processing will include				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains. • On encountering a large deposit of fossils, the monitor will salvage all fossils in the area using additional field staff and in accordance with modern paleontological techniques. • All fossils collected will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk of the material and the storage cost. Itemized catalogs of all material collected and identified will be provided to the repository along with the specimens. • A compliance report addressing Caltrans and Riverside County guidelines that document the results of the monitoring and salvage activities and the significance of the fossils will be prepared and submitted for filing at RCTC within 4 months of the end of project construction. Consideration shall be given to budgeting for tasks of wet screen matrix processing, fossil preparation, and identification to start while excavation monitoring is ongoing. • All fossils collected during this work, along with the itemized inventory of these specimens and the compliance report, will be deposited for permanent curation and storage into an established repository (Society of Vertebrate Paleontology [SVP], 1995 and 1996) such as the Riverside Metropolitan Museum. • There are two federal land (Bureau of Land Management [BLM]) parcels traversed by the Locally Preferred Alternative. If the qualified paleontologist determines that the formations in these areas have paleontological sensitivity and construction activities will occur that may disturb these formations, an appropriate BLM paleontological resource use permit will be obtained.				
HAZARDOUS WASTE AND MATERIALS					
HW-1	Prior to completion of right of way acquisition, the Riverside County Transportation Commission (RCTC) will conduct a Site Investigation for hazardous materials sites identified in the Initial Site Assessment that are within the right of way of the approved alternative. It is not feasible to conduct these site investigations prior to completion of the Final Environmental Impact Report/Environmental Impact Statement	RCTC/Project Development Director	Prior to completion of right of way acquisition		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	(EIR/EIS) because new contamination may occur if the investigations are completed too far in advance of right of way acquisition. The performance standard for this measure is compliance with applicable federal, state, and local regulations. The Site Investigation will meet or exceed the requirements of the United States Environmental Protection Agency's (EPA) Standards and Practices for All Appropriate Inquiries (FR 66070, Vol. 70, No. 210, November 1, 2005). If contaminants are determined to be present during the Site Investigation, one or more of the following specialized reports may be necessary: Remedial Actions Options Report, Sensitive Receptor Survey, Human Health/Ecological Risk Assessment, and/or Quarterly Monitoring Report. Site Investigations for any active leaking underground storage tank (LUST) cases will be coordinated with the Riverside County Department of Environmental Health (RCDEH), and if groundwater has been impacted, the Regional Water Quality Control Board (RWQCB), Santa Ana Region. Site Investigations for any automotive or industrial uses will be coordinated with the RCDEH. Site Investigations for any clandestine drug lab locations will be coordinated with the RCDEH, Department of Toxic Substances Control (DTSC), and law enforcement agencies. Prior to completion of final design, RCTC shall provide a Hazardous Substances Disclosure Document (HSDD) that clears affected right of way for acquisition to the California Department of Transportation (Caltrans) District Hazardous Waste Coordinator for review and approval.				
HW-2	During final design, the Riverside County Transportation Commission (RCTC) will conduct soil sampling for aerially deposited lead in unpaved locations adjacent to existing state highway right of way within the project limits, if not previously tested. It is not feasible to conduct these site investigations prior to completion of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) because new contamination may occur if the investigations are completed too far in advance of right of way acquisition. The performance standard for this measure is compliance with applicable federal, state, and local regulations. The analytical results of the soil sampling will determine the appropriate handling of the soil in those areas and disposal of surplus	RCTC/Project Development Director	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	materials. Soil will be reused within the California Department of Transportation (Caltrans) right of way in accordance with the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC), Variance No. 00-H-VAR-04, September 22, 2000, or a subsequent applicable variance. If it is not feasible to reuse soils, then the excavated hazardous soils will require off-site disposal as hazardous waste at a permitted facility (Class I or II). Refer to Standard Special Provision XE 19-900 for additional information on the disposal of soils impacted with aerially deposited lead.				
HW-3	Prior to construction, the Riverside County Transportation Commission (RCTC) will retain a certified consultant to conduct predemolition asbestos, lead-based paint, and polychlorinated biphenyl (PCB) surveys of any structures that will be renovated or demolished. Building materials that exceed California Health and Safety Code criteria for hazardous waste will be disposed of at the appropriate Class I or II facility.	RCTC/Project Development Director	Prior to construction		
HW-4	Prior to construction, the Riverside County Transportation Commission (RCTC) will conduct inspections of utility pole-mounted transformers that will be relocated or removed as part of the project. Leaking transformers will be considered a polychlorinated biphenyl (PCB) hazard unless tested and confirmed otherwise, and will be handled accordingly.	RCTC/Project Development Director	Prior to construction		
HW-5	Prior to construction, the Riverside County Transportation Commission (RCTC) will test and remove any yellow traffic striping and pavement-marking material in accordance with Standard Special Provision XE 15-300.	RCTC/Project Development Director	Prior to construction		
HW-6	Prior to construction, the Riverside County Transportation Commission (RCTC) will determine whether groundwater removal will be required during construction of the project. The need for dewatering cannot be determined until the final design phase. Any dewatering will require compliance with the State General Permit or an individual permit from the Regional Water Quality Control Board (RWQCB), Santa Ana Region, consistent with National Pollutant Discharge Elimination System (NPDES) requirements. The RWQCB will decide which permit is applicable and whether sampling is required once it receives and	RCTC/Project Development Director	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	reviews the Notice of Intent (NOI). Additional coordination with the Riverside County Department of Environmental Health (RCDEH), Department of Toxic Substances Control (DTSC), and the Department of Defense may be necessary, and will be conducted by RCTC, if groundwater dewatering occurs in the vicinity of the March Air Reserve Base. RCTC will provide the Resident Engineer with the Waste Discharge Identification Number or a copy of an individual permit (as applicable) issued by the RWQCB prior to construction.				
HW-7	During final design, the Riverside County Transportation Commission (RCTC) will sample soils adjacent to the Burlington Northern Santa Fe railroad tracks that will be disturbed during construction of the project for petroleum hydrocarbons, metals, solvents, and other potential contaminants to determine whether they require special handling and disposal. Soils exceeding California Health and Safety Code criteria for hazardous waste will be disposed of at the appropriate Class I or II facility.	RCTC/Project Development Director	During final design		
HW-8	Prior to completion of right of way acquisition, the Riverside County Transportation Commission (RCTC) will conduct soil sampling for pesticides in former or current agricultural properties that will be disturbed by the project where soil has not been disturbed (through grading, etc.). It is not feasible to conduct these site investigations prior to completion of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) because new contamination may occur if the investigations are completed too far in advance of right of way acquisition. The performance standard for this measure is compliance with applicable federal, state, and local regulations. The analytical results of the soil sampling will determine the appropriate handling and disposal of the soil. Sampling will be conducted in general accordance with Department of Toxic Substances Control (DTSC) Interim Guidance for Sampling Agricultural Fields for School Sites (August 26, 2002).	RCTC/Project Development Director	Prior to completion of right of way acquisition		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
HW-9	The Riverside County Transportation Commission (RCTC) will notify and submit fees to the South Coast Air Quality Management District (SCAQMD) at least 10 days prior to proceeding with any demolition or renovation of a structure (refer to SCAQMD Rule 1403). Contractors will adhere to the requirements of SCAQMD Rule 1403 during renovation/demolition activities.	RCTC/Project Development Director	10 days prior to demolition or removal of any structure		
HW-10	If suspect hazardous waste or underground tanks are encountered during construction, the contractor will stop work and follow the procedures outlined in Appendix E, Caltrans Unknown Hazards Procedures for Construction.	RCTC/Project Development Director	During construction		
AIR QUALITY					
SC-1	During construction, the Riverside County Transportation Commission (RCTC) shall ensure that the construction contractor shall adhere to the requirements of South Coast Air Quality Management District (SCAQMD) rules and regulations on cutback and emulsified asphalt paving materials.	RCTC/Project Development Director	During construction		
SC-2	To reduce fugitive dust emissions during construction, the Riverside County Transportation Commission (RCTC) shall ensure that the construction contractor shall adhere to the requirements of South Coast Air Quality Management District (SCAQMD) Rule 403. The Best Available Control Measures (BACMs) specified in SCAQMD's Rule 403 will be incorporated into the project construction.	RCTC/Project Development Director	During construction		
SC-3	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that all disturbed areas, including storage piles, not being actively utilized for construction purposes shall be effectively stabilized for dust emissions using water, chemical stabilizers/suppressants, or vegetative ground cover, as appropriate.	RCTC/Project Development Director	During construction		
SC-4	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that all on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized for dust emissions using water or chemical stabilizers/suppressants.	RCTC/Project Development Director	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
SC-5	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that all land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled for fugitive dust emissions by utilizing applications of water or by presoaking.	RCTC/Project Development Director	During construction		
SC-6	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that when materials are transported off site, all material shall be covered or effectively wetted to limit visible dust emissions, or at least 15.2 centimeters (6 inches) of freeboard space from the top of the container will be maintained.	RCTC/Project Development Director	During construction		
SC-7	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that all operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. The use of blower devices is expressly prohibited.	RCTC/Project Development Director	During construction		
SC-8	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that, following the addition of materials to or the removal of materials from the surface of outdoor storage piles, those piles shall be effectively stabilized for fugitive dust emissions utilizing sufficient water or chemical stabilizers/suppressants.	RCTC/Project Development Director	During construction		
SC-9	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that traffic speeds on unpaved roads shall be limited to 24 kilometers per hour (kph) (15 miles per hour [mph]).	RCTC/Project Development Director	During construction		
SC-10	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.	RCTC/Project Development Director	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
SC-11	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that wheel washers for all exiting trucks shall be installed, or all trucks and equipment shall be washed off before leaving the site.	RCTC/Project Development Director	During construction		
SC-12	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that wind breaks shall be installed at windward side(s) of construction areas.	RCTC/Project Development Director	During construction		
SC-13	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that excavation and grading activities shall be suspended when winds exceed 32 kilometers per hour (kph) (20 miles per hour [mph]).	RCTC/Project Development Director	During construction	--	--
SC-14	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that areas subject to excavation, grading, and other construction activity shall be limited consistent with other construction activities underway.	RCTC/Project Development Director	During construction		
AQ-1	During construction activity, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative. This applies to both inactive and active sites during workdays, weekends, holidays, and windy conditions.	RCTC/Project Development Director	During construction		
AQ-2	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall install wind fencing and phase grading operations and operate water trucks for stabilization of surfaces under windy conditions.	RCTC/Project Development Director	During construction		
AQ-3	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall, when hauling material and operating nonearthmoving equipment, prevent spillage and limit speeds to 24 kilometers per hour (kph) (15 miles per hour [mph]). Limit speed of earthmoving equipment to 16 kph (10 mph).	RCTC/Project Development Director	During construction		
AQ-4	During construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor reduce use, trips, and unnecessary idling from heavy equipment.	RCTC/Project Development Director	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
AQ-5	During construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor maintain and tune engines per manufacturers' specifications to perform at United States Environmental Protection Agency (EPA) certification levels and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.	RCTC/Project Development Director	During construction		
AQ-6	During construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.	RCTC/Project Development Director	During construction		
AQ-7	During construction, the Riverside County Transportation Commission (RCTC) shall require that leased equipment be 1996 model or newer unless cost exceeds 110 percent or average lease cost, and require that 75 percent or more of total horsepower of owned equipment to be used be 1996 or newer models.	RCTC/Project Development Director	During construction		
AQ-8	During construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor utilize United States Environmental Protection Agency (EPA) registered particulate traps and other appropriate controls to reduce emissions of diesel particulate matter (DPM) and other pollutants at the construction site.	RCTC/Project Development Director	During construction		
AQ-9	During construction, the Riverside County Transportation Commission (RCTC) and its contractors shall identify where implementation of mitigation measures for short-term air quality is rejected based on economic infeasibility.	RCTC/Project Development Director	During construction		
AQ-10	Prior to construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be damage caused to the construction equipment engine, or whether there may be a risk to nearby workers or the public.)	RCTC/Project Development Director	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
AQ-11	During construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor utilize the cleanest available fuel engines in construction equipment and identify opportunities for electrification, and use low sulfur fuel (diesel with 15 parts per million [ppm] or less) in engines where alternative fuels such as biodiesel and natural gas are not possible.	RCTC/Project Development Director	During construction		
AQ-12	Prior to construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.	RCTC/Project Development Director	Prior to construction		
AQ-13	Prior to construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor identify sensitive receptors in the project area, such as children, the elderly, and the infirm, and specify the means by which impacts to these populations will be minimized. For example, construction equipment and staging zones shall be located away from sensitive receptors and away from fresh air intakes to building and air conditioners.	RCTC/Project Development Director	Prior to construction		
NOISE					
--	Feasible and reasonable soundwalls have been identified for all MCP Build Alternatives. During final design of the selected alternative, the precise locations and heights for soundwalls at locations where walls are determined to be feasible and reasonable will be identified and included in the project plans. To minimize the construction noise impact for sensitive land uses adjacent to the project site, construction noise is regulated by Caltrans' Standard Specifications, Section 5-1, "Sound Control Requirements," in the Standard Special Provisions. These provisions are: "Sound control shall conform to the provisions in Section 7-1.01I (Sound Control Requirements) of the Standard Specifications and these special provisions. The noise level from the Contractor's operations, between the hours of 9:00 p.m. and 6:00 a.m., shall not exceed 86 dBA at a distance of 15 m (50 ft). This requirement in no way relieves the contractor	RCTC/Project Development Director	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	from responsibility for complying with local ordinances regulating nose level. The noise level requirement shall apply to the equipment on the job or related to the job, including but not limited to trucks, transit mixer or transient equipment that may or may not be owned by the contractor. The use of loud signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel. Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the various contract items of work involved and no additional cost will be allowed therefore."				
ENERGY					
The Mid County Parkway (MCP) project would result in a nominal (maximum of 0.03 percent) increase in regional energy consumption compared to the No Build Alternatives due to project operation as a result of increased vehicle miles traveled. Mitigation Measures AQ-1 through AQ-8, AQ-11, and AQ-12 discussed in Section 3.14 will reduce impacts related to increased energy consumption and global climate change.					
NATURAL COMMUNITIES					
HCP-1	Prior to and during construction, the Riverside County Transportation Commission (RCTC) will adhere to the guidelines in the Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4, Section 6.4, Section 7.5.3, and Appendix C to reduce edge effects on the MSHCP Conservation Area.	RCTC/Project Development Director	Prior to and during construction		
HCP-2	During final design, the Riverside County Transportation Commission (RCTC) will coordinate with USA Waste of California, Inc. to amend the El Sobrante Landfill Multiple Species Habitat Conservation Plan (El Sobrante Landfill MSHCP) to address the Mid County Parkway (MCP) project and its effects on the Plan's easterly conservation area. The amendment will address the addition of mitigation lands to the Plan that would offset the loss of functions, values, and species covered under the Plan.	RCTC/Project Development Director	During final design		
HCP-3	During final design, the Riverside County Transportation Commission (RCTC) will coordinate with the Riverside County Habitat Conservation Authority (RCHCA) to amend the Habitat Conservation Plan for the Stephens' Kangaroo Rat to address the Mid County Parkway (MCP) project and its effects on the Habitat Conservation Plan Conservation Area. The amendment will address the addition of mitigation lands to	RCTC/Project Development Director	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	the Habitat Conservation Plan on a 1:1 basis per the Habitat Conservation Plan to offset the loss of functions, values, and species covered under this Habitat Conservation Plan. The replacement habitat for the Habitat Conservation Plan for the Stephens' Kangaroo Rat must be approved by the wildlife agencies and must be contiguous to the current Stephens' Kangaroo Rat Reserve lands. In addition, replacement lands for lands impacted in the Stephens' Kangaroo Rat Reserve lands that are managed by the federal Bureau of Land Management (BLM) shall also require BLM approval through a right of way encroachment application. These lands would be managed by the RCHCA through an agreement with RCTC.				
BIO-1	During construction, the Riverside County Transportation Commission (RCTC) will ensure that impacts to areas that provide long-term conservation value for species identified in the Multiple Species Habitat Conservation Plan (MSHCP) as Narrow Endemic Plant Species, Criteria Area Plant Species, and Additional Survey Species are avoided and minimized, as defined in the MSHCP. Avoidance and minimization will be achieved by confining disturbance to areas not identified as having long-term conservation value, and not exceeding the limits identified in this Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Disturbance will be controlled by erecting barrier fencing or other appropriate means of demarcating construction limits.	RCTC/Project Development Director	During construction		
BIO-2	During final design, the Riverside County Transportation Commission (RCTC) will ensure that notes are placed on project construction plans, informing contractors that areas designated with long-term conservation value outside the project footprint are environmentally sensitive and that construction activity is excluded from those areas.	RCTC/Project Development Director	During final design		
BIO-3	During construction, the Riverside County Transportation Commission (RCTC) will contract a qualified/authorized biological monitor to ensure that disturbance outside the footprint is avoided and seasonal restrictions are observed.	RCTC/Project Development Director	During construction		
WETLANDS AND OTHER WATERS OF THE UNITED STATES					
WET-1	Prior to construction, the Riverside County Transportation Commission (RCTC) shall obtain a Section 404 permit from the United States Army Corps of Engineers (USACE), a Section 1602 Agreement for	RCTC/Project Development Director	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	Streambed Alteration from the California Department of Fish and Game (CDFG), and a Section 401 water quality certification or waiver from the Santa Ana Regional Water Quality Control Board (RWQCB). Specific mitigation requirements shall be negotiated with each agency during the permit process and shall incorporate approaches and measures identified in the Conceptual Mitigation Plan (Appendix Q) and those described below.				
WET-2	Prior to and during construction, the Riverside County Transportation Commission (RCTC) will mitigate permanent impacts to wetlands at a minimum ratio of 1.5:1 in order to achieve no net loss of wetlands. Mitigation will occur through habitat restoration and/or enhancement of on-site areas along the length of the Mid County Parkway (MCP) to the extent practical. If it is infeasible to mitigate entirely on site, in accordance with the Conceptual Mitigation Plan, alternative off-site mitigation would occur. Off-site mitigation such as enhancement, creation, and restoration would occur. Mitigation for temporal loss of habitat value and other compensatory mitigation beyond the basic 1.5:1 replacement ratio could then occur through purchase of mitigation bank credits for removal of giant reed (Arundo donax) from a location approved by the United States Army Corps of Engineers (USACE) and California Department of Fish and Game (CDFG) under guidelines described by the resource and regulatory agencies through the permitting process, or through participation in another approved habitat mitigation bank. The actual amount of mitigation will be determined in coordination with the resource and regulatory agencies based on the quality and quantity of jurisdictional resources to be affected with consideration of the results from the study entitled Potential Impacts of Alternative Corridor Alignments to Waters of the United States, Riparian Ecosystems, and Threatened and Endangered Species: Mid County Parkway Project, Riverside County, California (ERDC 2008). Temporary impacts to USACE jurisdictional areas will be mitigated at a 1:1 replacement ratio on site through revegetation efforts or through an approved mitigation bank.	RCTC/Project Development Director	Prior to and during construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
WET-3	Prior to and during construction, the Riverside County Transportation Commission (RCTC) will mitigate impacts to aquatic resources (i.e., nonwetland aquatic habitat such as deep streams and ponds without hydrophytic vegetation) at a minimum ratio of 3:1. Mitigation will occur through habitat restoration and/or enhancement of on-site areas along the length of the Mid County Parkway (MCP) to the extent practical. If it is infeasible to mitigate entirely on site, in accordance with the Conceptual Mitigation Plan, alternative off-site mitigation would occur. Off-site mitigation such as enhancement, creation, and restoration would occur. Mitigation for temporal loss of habitat value and other compensatory mitigation beyond the basic 1:1 replacement ratio could then occur through purchase of mitigation bank credits for removal of giant reed (Arundo donax) from a location approved by the United States Army Corps of Engineers (USACE) and California Department of Fish and Game (CDFG) under guidelines described by the resource and regulatory agencies through the permitting process, or through participation in another approved habitat mitigation bank. The actual amount of mitigation will be determined in coordination with the resource and regulatory agencies based on the quality and quantity of jurisdictional resources to be affected with consideration of the results from the study entitled Potential Impacts of Alternative Corridor Alignments to Waters of the United States, Riparian Ecosystems, and Threatened and Endangered Species: Mid County Parkway Project, Riverside County, California (ERDC 2008). Temporary impacts to aquatic areas will be mitigated at a 1:1 replacement ratio on site through revegetation efforts or through an approved mitigation bank.	RCTC/Project Development Director	Prior to and during construction		
WET-4	During final design, the Riverside County Transportation Commission (RCTC) will develop a Habitat Mitigation Monitoring Plan (HMMP) to restore impacted riparian habitats and shall incorporate the applicable approaches and measures identified in the Conceptual Mitigation Plan (Appendix Q). The HMMP will be subject to United States Army Corps of Engineers (USACE) and California Department of Fish and Game (CDFG) approval. The HMMP will, at a minimum, meet the following requirements:	RCTC/Project Development Director	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	• A habitat replacement and/or enhancement ratio of at least 1:1 for temporary impacts, 1.5:1 for permanent impacts to wetlands, and 3:1 for permanent impacts to nonwetland aquatic resources; • A success criterion of at least 80 percent cover of native riparian vegetation for replaced habitat; and • Additional requirements, including a 3-year establishment period for the replacement habitat, regular trash removal, and regular maintenance and monitoring activities to ensure the success of the mitigation plan.				
PLANT SPECIES					
PS-1	Prior to construction, the Riverside County Transportation Commission (RCTC) will obtain a Determination of Biologically Equivalent or Superior Preservation (DBESP) for impacts to smooth tarplant and Coulter's goldfields pursuant to Section 6.1.3 of the western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), where 10 percent or more of those portions of the site that provide for the long-term conservation value of smooth tarplant or Coulter's goldfields are impacted. A DBESP may also be required for any impacts to areas that are occupied by many-stemmed dudleya (based on the results of the 2008 focused surveys in the area north of the El Sobrante Landfill MSHCP Plan Area). Mitigation provided in the DBESP will demonstrate that equivalent or superior conservation for the species will be achieved through either location and preservation of populations that are not already proposed for conservation in the MSHCP, and/or restoration or enhancement of existing populations within the proposed conservation area.	RCTC/Project Development Director	Prior to construction		
ANIMAL SPECIES					
AS-1	Within 30 days prior to ground disturbance, the Riverside County Transportation Commission (RCTC) will conduct focused burrowing owl surveys in accordance with the Riverside County Environmental Programs Department Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan (dated Oct 24, 2005), where suitable habitat occurs within the Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area.	RCTC/Project Development Director	Within 30 days prior to ground disturbance		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
AS-2	Prior to and during construction, the Riverside County Transportation Commission (RCTC) will ensure that take of active burrowing owl nests is avoided. If focused burrowing owl surveys determine that the project site supports burrowing owls, the burrowing owls will be passively relocated. Passive relocation (use of one-way doors and collapse of burrows) will take place when owls are present outside of the nesting season.	RCTC/Project Development Director	Prior to and during construction		
AS-3	Prior to construction, the Riverside County Transportation Commission (RCTC) will obtain a Determination of Biologically Equivalent or Superior Preservation (DBESP) for impacts to Los Angeles pocket mouse near Lake Perris, where 90 percent or more of those portions of the site that provide for the long-term conservation value of Los Angeles pocket mouse cannot be avoided. As part of the DBESP, the RCTC will determine appropriate mitigation that will consist of acquisition of occupied or other suitable habitat off site or participation in an approved habitat mitigation bank. Land to be acquired could be either habitat that is occupied by the Los Angeles pocket mouse and/or could be habitat that is restored or enhanced in order to provide suitable habitat for the Los Angeles pocket mouse.	RCTC/Project Development Director	Prior to construction		
AS-4	During construction, the Riverside County Transportation Commission (RCTC) will ensure that vegetation clearing is conducted outside nesting season (March 1–September 15). If suitable habitat is present for species protected by the Migratory Bird Treaty Act (MBTA), clearing within nesting season shall be preceded by surveys to ensure that non-listed nesting birds are not taken.	RCTC/Project Development Director	During construction		
THREATENED AND ENDANGERED SPECIES					
TE-1	Prior to construction, the Riverside County Transportation Commission (RCTC) will obtain a Determination of Biologically Equivalent or Superior Preservation (DBESP) for impacts to habitat suitable for long-term conservation for spreading navarretia, least Bell's vireo, and San Bernardino kangaroo rat where 10 percent or more of those portions of the site that provide for the long-term conservation value are impacted, pursuant to Section 6.1.2 and Section 6.1.3 of the western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A DBESP may also be required for any impacts to habitat suitable for	RCTC/Project Development Director	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	long-term conservation for Munz's onion (pending the results of the focused surveys in the area north of the El Sobrante Landfill MSHCP Area in late 2008). Mitigation provided in the DBESP will demonstrate that equivalent or superior conservation for the species will be achieved through either location and preservation of populations that are not already proposed for conservation in the MSHCP, and/or restoration or enhancement of existing populations within the proposed conservation area.				
TE-2	During construction, the Riverside County Transportation Commission (RCTC) will adhere to the Guidelines for the Siting and Design of Planned Roads Within the Criteria Area and Public/Quasi-Public Lands (Multiple Species Habitat Conservation Plan, Sections 7.5.1, 7.5.3, and Appendix C) for avoiding take of active nests.	RCTC/Project Development Director	During construction		
TE-3	Prior to construction, the Riverside County Transportation Commission (RCTC) will mitigate for impacts to the Habitat Conservation Plan for the Stephens' Kangaroo Rat Reserve lands through replacement mitigation lands pursuant to the requirements of the Habitat Conservation Plan for the Stephens' kangaroo rat (replacement of occupied habitat at a ratio of 1:1). This mitigation will occur through RCTC's purchase of mitigation lands that are known to be occupied by Stephens' kangaroo rat (surveys to confirm presence of Stephens' kangaroo rat will be conducted prior to acquisition of these mitigation lands). These lands would then be managed by the Riverside County Habitat Conservation Agency through an agreement with RCTC. The 1:1 replacement of occupied habitat will also provide replacement of Public/Quasi-Public Lands at a 1:1 ratio, consistent with the Multiple Species Habitat Conservation Plan (MSHCP) requirements. The 1:1 replacement of occupied habitat will also meet the requirements for the 14 parcels managed by the federal Bureau of Land Management.	RCTC/Project Development Director	Prior to construction		
INVASIVE SPECIES					
IS-1	Prior to and during construction, the Riverside County Transportation Commission (RCTC) will ensure that bare soil will be landscaped with California Department of Transportation (Caltrans) recommended seed mix and container plants from locally adapted species to preclude the invasion of noxious weeds. Seed mixtures for portions of the project	RCTC/Project Development Director	Prior to and during construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	under Caltrans jurisdiction shall be approved by a Caltrans District Landscape Architect. The use of site-specific materials adapted to local conditions increases the likelihood that revegetation will be successful and maintains the genetic integrity of the local ecosystem. Prior to construction, RCTC will require the Project Biologist to make arrangements well in advance of planting (at least 9 months prior) to ensure that plant materials are located and available for the scheduled planting time. Sufficient time shall be allocated for a professional seed company to visit the project site during the appropriate season and collect the native plant seed. If local propagules are not available or cannot be collected in sufficient quantities, materials collected or grown from other sources within southern California shall be substituted. For widespread native herbaceous species that are more likely to be genetically homogeneous, site specificity is a less important consideration, and seed and container plants from commercial sources may be used.				
IS-2	Prior to construction, the Riverside County Transportation Commission (RCTC) will require that the Project Biologist certify seed purity by planting seed labeled under the California Food and Agricultural Code or that has been tested within a year by a seed laboratory certified by the Association of Official Seed Analysts or by a seed technologist certified by the Society of Commercial Seed Technologists.	RCTC/Project Development Director	Prior to construction		
IS-3	During construction, the Riverside County Transportation Commission (RCTC) will require that the Construction Contractor ensure that construction equipment is cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds both before mobilizing to arrive at the site and before leaving the site. Construction equipment will be cleaned at established truck wash facilities within the project vicinity.	RCTC/Project Development Director	During construction		
IS-4	During construction, the Riverside County Transportation Commission (RCTC) will require that the Construction Contractor ensure that trucks carrying vegetation shall be covered and that vegetative materials removed from the site shall be disposed of in accordance with all applicable laws and regulations.	RCTC/Project Development Director	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
IS-5	During construction, prior to the initiation of grading, the Riverside County Transportation Commission (RCTC) will require that the Construction Contractor ensure that if material is obtained from a borrow site, the material will be inspected for the presence of noxious weeds and invasive plants to ensure that the material does not contain noxious weeds or invasive plants.	RCTC/Project Development Director	During construction		
IS-6	The Riverside County Transportation Commission (RCTC) will require that, during construction, the Construction Contractor control, kill, and remove noxious weeds and invasive plants from the project site, subject to verification by the Project Biologist.	RCTC/Project Development Director	During construction		
PROJECT DESIGN FEATURES AND OTHER PROJECT COMPONENTS					
Bridges for water and other natural resources		RCTC/Project Development Director	During final design		
Bridges for local roads		RCTC/Project Development Director	During final design		
Bridges for wildlife crossings (overcrossings/land crossings and undercrossings)		RCTC/Project Development Director	During final design		
Culverts and viaducts for joint wildlife crossings and flood control/drainage		RCTC/Project Development Director	During final design		
Bridges for other crossings		RCTC/Project Development Director	During final design		
Elevated flyover bridges, viaducts, and culverts to span floodplains		RCTC/Project Development Director	During final design		
Earthen channel bottoms to provide flood protection		RCTC/Project Development Director	During final design		
Bridge abutments and piers to avoid impacts to jurisdictional waters		RCTC/Project Development Director	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
Retaining walls to minimize cut and fill, avoid or minimize right of way acquisitions, avoid or minimize impacts to sensitive resources, and minimize floodplain impacts		RCTC/Project Development Director	During final design		
Thrie-beam median barriers to reduce visual impacts and to avoid trapping animals in the median		RCTC/Project Development Director	During final design		
Design pollution prevention Best Management Practices (BMPs): - Erosion control measures - Slope surface protection - Concentration flow conveyance systems - Erosion control measures at locations where existing vegetation is removed		RCTC/Project Development Director	During final design		
Permanent treatment BMPs: - Multichambered treatment trains - Biofiltration swales/strips - Infiltration devices - Detention devices - Media filters - Wet basins		RCTC/Project Development Director	During final design		
Designation and monitoring of Environmentally Sensitive Areas (ESAs) for three cultural sites		RCTC/Project Development Director	Prior to construction		

This page intentionally left blank

Appendix G List of Acronyms

AB	Assembly Bill
ac	acre(s)
ACBM	asbestos-containing building material
ACEC	Area of Critical Environmental Concern
ACM	asbestos-containing material
ADA	Americans with Disabilities Act
ADL	aerially deposited lead
ADT	average daily traffic
AEP	Archaeological Evaluation Proposal
AER	Archaeological Evaluation Report
AGR	agricultural water supply
APE	area of potential effects
AQAP	Air Quality Attainment Plan
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
asl	above sea level
ASR	Archaeological Survey Report
AST	aboveground storage tank
BACM	Best Available Control Measures
BAT	Best Available Technology
Bcf	billion cubic feet
BCT	Best Control Technology
BLM	Bureau of Land Management
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
BP	before present
BSA	Biological Study Area
C1 Segment	Connector Perris 1 Segment
C2 DV Segment	Connector Perris 2 Design Variation Segment
C3 Segment	Connector Perris 3 Segment
CAA	Clean Air Act as amended in 1990
California Register	California Register of Historical Resources
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CASSA	Criteria Area Species Survey Areas
CAT	Climate Action Team
CD	Collector-Distributor
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CERFA	Community Environmental Response Facilitation Act of 1992
CESA	California Endangered Species Act
CETAP	Community and Environmental Transportation Acceptability Process
CFD	Corona City Fire Department

cf	cubic feet
CFR	Code of Federal Regulations
cfs	cubic feet per second
CGV	Compass Growth Vision
CH_4	methane
CHMIRS	California Hazardous Material Incident Reporting System
CHP	California Highway Patrol
CIA	Community Impact Assessment
cm	centimeter(s)
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_{2eq}	carbon dioxide equivalent
COLD	cold freshwater habitat
COZEEP	Construction Zone Enhanced Enforcement Program
CPA	Central Pool Augmentation and Water Quality
CRC	Cajalco-Ramona Corridor
CT	Census Tract
CTR	California Toxics Rule
CWA	Clean Water Act
DAMP	Drainage Area Management Plan
dBA	A-weighted decibel(s)
DBESP	Determination of Biologically Equivalent or Superior Preservation
DDT	dichlorodiphenyltrichloroethane
DOE	Determination of Eligibility
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DRIR	Draft Relocation Impact Report
DS&S	decent, safe, and sanitary
DTSC	Department of Toxic Substance Control
DV	Design Variation
DWR	State Department of Water Resources
ECC	Emergency Command Center
ECR/MMRP	Environmental Commitments Record/Mitigation Monitoring and Reporting Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMI	Emissions Inventory Data
EO	Executive Order
EPA	United States Environmental Protection Agency
ERNS	Emergency Response Notification System
ESA	Environmentally Sensitive Area
°F	degree(s) Fahrenheit
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map

FOE	Finding of Effect
FPPA	Farmland Protection Policy Act
FS Segment	Far South Segment
ft	foot or feet
FTA	Federal Transit Administration
GHG	greenhouse gas
GIS	geographical information system
GPS	global positioning system
GWh	gigawatt-hour(s)
GWR	groundwater recharge
ha	hectare(s)
HCA	Habitat Conservation Area
HCLE	Hemet to Corona/Lake Elsinore
HFCs	hydrofluorocarbons
HMMP	Habitat Mitigation Monitoring Plan
HOV	High-Occupancy Vehicle
HPSR	Historic Property Survey Report
hr	hour
HRA	Health Risk Assessment
HRER	Historic Resource Evaluation Report
HSA	Hydrologic Subarea
HSDD	Hazardous Substances Disclosure Document
HUD	Department of Housing and Urban Development
I-10	Interstate 10
I-15	Interstate 15
I-215	Interstate 215
in	inch(es)
IND	industrial service supplies
IPCC	Intergovernmental Panel on Climate Change
ISA	Initial Site Assessment
ITIP	Interregional Transportation Improvement Plan
JPA	Joint Powers Authority
km	kilometer(s)
KP	kilometer post
kph	kilometers per hour
kWh	kilowatt-hour(s)
LADWP	Los Angeles Department of Water and Power
LEDPA	least environmentally damaging practicable alternative
L_{eq}	equivalent continuous sound level
L_{max}	maximum sound level
LMN-GP Segment	Lake Mathews North General Plan Segment
LMS Segment	Lake Mathews South Segment
LMS-GP Segment	Lake Mathews South General Plan Segment
LOS	level of service

LUST	leaking underground storage tank
m	meter(s)
m^3	cubic meter(s)
MBTA	Migratory Bird Treaty Act
MCP	Mid County Parkway
Metropolitan	Metropolitan Water District of Southern California
mg	milligram(s)
mg/L	milligrams per liter
mi	mile(s)
MIS	Major Investment Study
mL	milliliter(s)
MLD	Most Likely Descendant
MMcfd	million cubic feet per day
MOU	Memorandum of Understanding
mpg	miles per gallon
MPO	Metropolitan Planning Organization
mph	miles per hour
MS4	Municipal Separate Storm Drain System
MSAT	Mobile Source Air Toxics
MSHCP	Multiple Species Habitat Conservation Plan
MTA	Metropolitan Transportation Authority
MTBE	methyl tertiary butyl ether
MUN	municipal and domestic water supply
MV Segment	Mead Valley Segment
N/A	not applicable or not available
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standard
NAC	Noise Abatement Criteria
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NB	northbound
NCCP Act	California Natural Communities Conservation Planning Act
NE	northeast
NEPA	National Environmental Policy Act
NEPSSA	Narrow Endemic Plant Species Survey Areas
NES	Natural Environment Study
NHPA	National Historic Preservation Act
NM	not monitored
NO_2	nitrogen dioxide
NOAA	National Oceanographic and Atmospheric Administration
NOI	Notice of Intent
NOP	Notice of Preparation
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NTU	Nephelometric Turbidity Units
NW	northwest
NWP	Nationwide Permit

O_3	ozone
OCTA	Orange County Transportation Authority
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
OSH Act	Occupational Safety and Health Act
OSHA	Occupational Safety and Health Administration
PA/ED	Project Approval/Environmental Document
PAC	Public Awareness Campaign
Pb	lead
PCBs	polychlorinated biphenyls
PCN	Preconstruction Notification
PD Segment	Perris Drain Segment
PDT	Project Development Team
PFCs	perfluorocarbons
PM	particulate matter *or* post mile
PMP	Paleontological Mitigation Plan
POAQC	project of air quality concern
PP-D Segment	Placentia Avenue/Perris Boulevard Depressed Grade Segment
PP-E DV Segment	Placentia Avenue/Perris Boulevard Elevated Grade Design Variation Segment
ppm	parts per million
PQP	Public/Quasi-Public
PR	Project Report
PRC	Public Resources Code
PROC	industrial process supply
PS&E	Plans, Specifications, and Estimates
PSI	Preliminary Site Investigation
PSR	Project Study Report
PVL	Perris Valley Line
RAP	Relocation Assistance Program
RARE	rare, threatened, or endangered species habitat
RCA	(western Riverside County) Regional Conservation Authority
RCFCD	Riverside County Flood Control District
RCHCA	Riverside County Habitat Conservation Agency
RCIP	Riverside County Integrated Project
RCOFD	Riverside County Fire Department
RCP	Regional Comprehensive Plan
RCP&G	Regional Comprehensive Plan and Guidelines
RCRA	Resource Conservation and Recovery Act of 1976
RCRMC	Riverside County Regional Medical Center
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
RD DV Segment	Rider Street Design Variation Segment
REC1	water contact recreation
REC2	noncontact water recreation
ROE	right-of-entry (use hyphen)
ROG	reactive organic gas
RSA	Resource Study Area
RSTIS	Regionally Significant Transportation Investment Studies

RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users
SAMP	Special Area Management Plan
SARI	Santa Ana Regional Interceptor
SB	southbound
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SER	(Caltrans) Standard Environmental Reference
sf	square foot/feet
SF_6	sulfur hexafluoride
SHPO	State Historic Preservation Office/Officer
SI	Site Investigation
SJ Segment	San Jacinto Segment
SJN DV Segment	San Jacinto North Design Variation Segment
SJS Segment	San Jacinto South Segment
SO_2	sulfur dioxide
SOI	Sphere of Influence
sp	Species
SPWN	spawning habitat
sq km	square kilometer(s)
sq m	square meter(s)
sq mi	square mile(s)
SR-10	State Route 10
SR-210	State Route 210
SR-241	State Route 241
SR-60	State Route 60
SR-74	State Route 74
SR-76	State Route 76
SR-78	State Route 78
SR-79	State Route 79
SR-91	State Route 91
SRA	State Recreation Area
ssp	Sub-species
SSP	Standard Special Provisions
STAA	Surface Transportation Assistance Act of 1982
STP	Shovel Test Pit
SW	southwest
SWAMP	Surface Water Ambient Monitoring Program
SWDR	Storm Water Data Report
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCA	Transportation Corridor Agencies
TCE	Temporary Construction Easement
TCWG	Transportation Conformity Working Group

TDS	total dissolved solids
TMDL	total maximum daily load
TSCA	Toxic Substances Control Act
TSS	total suspended solids
TWG	Technical Working Group
TWS DV Segment	Temescal Wash Area Design Variation Segment
TWS-C Segment	Temescal Wash Area with Collector Distributor Roads Segment
µg	microgram(s)
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
USACE	United States Army Corps of Engineers (not Corps, ACOE, or COE)
USC	United States Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VHT	vehicle hours traveled
VMT	vehicles miles traveled
vpmpl	vehicles per mile per lane
WARM	warm freshwater habitat
WCAP	Western Center for Archaeology and Paleontology
WET	Wetland Evaluation Technique
WILD	wildlife habitat
WQMP	Water Quality Management Plan
XPI	Extended Phase I Survey Report

This page intentionally left blank

Appendix H List of Technical Studies

The Technical Studies listed below were used in the preparation of this Environmental Impact Report/Environmental Impact Statement (EIR/EIS). These reports are summarized, as appropriate in the EIR/EIS, and are on file and available for review at the California Department of Transportation District 8 (Caltrans), and Riverside County Transportation Commission (RCTC).

Air Quality Analysis (June 2008)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Archaeological Evaluation Proposal (November 2007)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Archaeological Evaluation Report (TBD)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Archaeological Survey Report (TBD)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Community Impact Assessment (June 2008)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Extended Phase 1 Proposal (March 2007)

Prepared by LSA Associates, Inc.
20 Exeeutive Park, Suite 200
Irvine, CA 92614

Supplemental Extended Phase 1 Proposal (October 2007)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Extended Phase 1 Report (TBD)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Floodplain Evaluation Report (August 2008)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Draft Potential Impacts of Alternatives Corridor Alignments to Waters of the United States, Riparian Ecosystems, and Threatened and Endangered Species: Mid County Parkway Project, Riverside County, California (January 2008)

Prepared by US Army Engineer Research and Development Center
Vicksburg, MS

Hazardous Waste Initial Site Assessment (November 2007)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Historic Resources Evaluation Report (TBD)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Historic Property Survey Report (TBD)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Jurisdictional Delineation Report (May 2007)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Location Hydraulic Studies

San Jacinto North Segment
Prepared by CH2M Hill *(April 2007)*
3 Hutton Centre Drive Suite 200
Santa Ana, CA 92707

San Jacinto South Segment
Prepared by CH2M Hill *(April 2007)*
3 Hutton Centre Drive Suite 200
Santa Ana, CA 92707

Perris Valley Storm Drain Bridge
Prepared by CH2M Hill *(April 2007)*
3 Hutton Centre Drive Suite 200
Santa Ana, CA 92707

San Jacinto Bridge at Lakeview
Prepared by CH2M Hill *(April 2007)*
3 Hutton Centre Drive Suite 200
Santa Ana, CA 92707

Natural Environmental Study (July 2008)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Noise Impact Analysis (August 2008)

Prepared by VRPA Technologies, Inc.
9520 Padgett Street, Suite 213
San Diego, CA 92126

Paleontological Resources Identification and Evaluation Report (August 2008)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Preliminary Recommendations of Eligibility and Levels of Effect (July 2008)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Preliminary Geotechnical Design Report for the Project Report and Environmental Document, Mid County Parkway Project, Riverside County, California (March 2008)

Prepared by KLEINFELDER
1220 Research Drive, Suite B
Redlands, CA 92374

Draft Project Report (July 2008)

Prepared by Jacobs Engineering
3850 Vine Street, #120
Riverside, CA 92507

Draft Relocation Impact Report (June 2007)

Prepared by Epic Land Solutions, Inc.
3941 Brockton Ave., Suite 3
Riverside, CA 92501

Draft Storm Water Data Report (January 2007)

Prepared by RBF Consulting
3300 East Guasti Road, Suite 100
Ontario, CA 91761

Traffic Technical Report (May 2008)

Prepared by VRPA Technologies, Inc.
9520 Padgett Street, Suite 213
San Diego, CA 92126

Visual Impact Assessment (March 2008)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Water Quality Assessment Report (November 2007)

Prepared by LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

This page intentionally left blank

Appendix I Chapter 2 Attachments

Attachment A: Bridge Structure Locations

Attachment B: Table of Bridges

Attachment C: Bridge Location Planning Process Avoidance and Minimization

Attachment D: Bridge, Waters, and Wetlands Consideration

Attachment E: I-15 to I-215 – Bridges, Culverts, Wildlife Crossings

Attachment F: MCP Bridges, Wildlife Crossings, and Combined Wildlife Undercrossings/Drainage Culverts for All Build Alternatives

Attachment G: Local Circulation Modifications

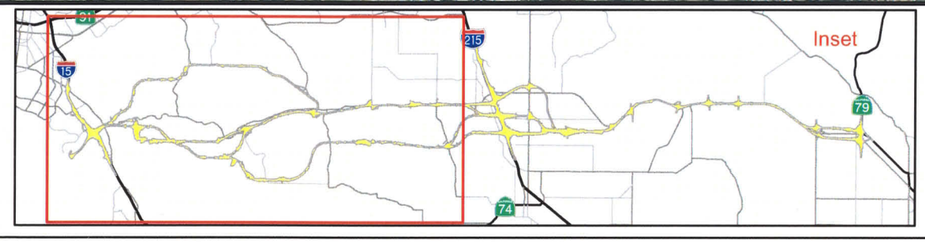
This page intentionally left blank

Appendix I, Attachment A – Bridge Structure Locations

This page intentionally left blank

Legend

- Bridge Structure Location
- Right-of-Way (All Alternatives)



Appendix I
Attachment A
Sheet 1

SOURCE: AirPhoto USA (2006), TBM (2006), Jacobs Engineering (2/2007)

0 0.5 1 2 Miles

0 0.75 1.5 3 Kilometers

Bridge Structure Locations

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\EIR_EIS\20080402_EIR_EIS_Final\Bridge_060807.mxd (8/6/2008)

This page intentionally left blank

Legend

- Bridge Structure Location
- Right-of-Way (All Alternatives)

SOURCE: AirPhoto USA (2006), TBM (2006), Jacobs Engineering (2/2007)

0 0.5 1 2 Miles

0 0.75 1.5 3 Kilometers

I:\JCV531\GIS_Final\EIR_EIS\20080402_EIR_EIS_Final\Bridge_060807.mxd (8/6/2008)

Appendix I
Attachment A
Sheet 2

Bridge Structure Locations

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

This page intentionally left blank

Appendix I, Attachment B – Table of Bridges

Note: This attachment identifies the bridge locations as shown on the previous maps, including the bridge name, length, category, and whether it applies to a Habitat Conservation Plan (HCP).

This page intentionally left blank

APPENDIX I
ATTACHMENT B

BRIDGES — **Segment TWS-C**
Alternatives 4, 5, 6, 7 and 9

	(1)	(2)	(3)
Bridge Name	Ontario UC NB (CD)	SB_CD @ Taber/State	El Cerrito UC NB
Length - (m)	52.00	429.30	43.00
Category	Local Road	Local Road	Local Road
HCP			

	(4)	(5)	(6)
Bridge Name	Conn S-E *(cont.)	SB Slip Ramp @ Bedford Wash	I-15 @ Weirick UC NB (Aux)
Length - (m)	1321.57	143.94	47.10
Category	Other	Natural Resource	Local Road
HCP			

	(7)	(8)	(9)
Bridge Name	NB_CD @ Weirick	NB Slip @ Bedford Wash	NB CD @ Bedford Wash
Length - (m)	47.10	113.30	109.6
Category	Other	Natural Resource	Natural Resource
HCP			

	(10)	(11)	(12)
Bridge Name	Cajalco NB Off @ Bedford Wash	Conn N-E *(cont.)	Conn W-S *(cont.)
Length - (m)	86.44	904.63	1341.3
Category	Natural Resource	Other	Other
HCP			

	(13)	(14)	(15)
Bridge Name	Conn W-N	Cajalco Bridge	MCP West @ I-15 WB
Length - (m)	417.56	390.2	820.3
Category	Other	Other	Other
HCP			

	(16)	(17)	(18)
Bridge Name	MCP East @ I-15 EB	I-15 @ Weirick UC SB	El Cerrito UC SB
Length - (m)	934.46	47.10	43.00
Category	Other	Local Road	Local Road
HCP			

	(19)	(20)	(21)
Bridge Name	NB_CD @ Ontario Ave	Ontario UC SB	I-15 @ Weirick UC SB CD
Length - (m)	315.16	52.00	47.10
Category	Other	Local Road	Local Road
HCP			

	(22)	(23)
Bridge Name	El Cerrito UC NB CD	Cajalco Road SB On Ramp at
Length - (m)	43.00	120.00
Category	Local Road	Natural Resource
HCP		

Note: * (cont.) - These bridges continue into another segment, LMS, FS or LMS GP.

APPENDIX I
ATTACHMENT B

BRIDGES	**Segment Lake Mathews South - LMS** **Alts 4 and 5**		
	(1)	**(2)**	**(3)**
Bridge Name	I15/MCP W- S Conn **(cont.)	I15/MCP N-E Conn **(cont.)	I15/MCP S-E Conn **(cont)
Length (m)	187.85	104.89	409.74
Category	Other	Other	Other
HCP	HCP	HCP	HCP
	(4)	**(5)**	**(6)**
Bridge Name	Temescal Canyon Viaduct - LMS 114+00 WB	River Rock Viaduct - LMS 123+00 WB	Estelle Mtn WB on ramp
Length (m)	1548.25	410.0	145.8
Category	Loc Rd / Nat Res	Natural Resource	Natural Resource
HCP	HCP	HCP	HCP
	(7)	**(8)**	**(9)**
Bridge Name	Estelle Mtn EB Off Ramp	LMS 127+00 OC Estelle Mtn.	Cajalco Canyon OC 14+60 (Estelle Mtn)
Length (m)	231.2	90.0	160.0
Category	Natural Resource	Local Road	Natural Resource
HCP	HCP	HCP	HCP
	(10)	**(11)**	**(12)**
Bridge Name	Eagle Rock Bridge - LMS 133+00 WB	LMS 150+65 Land Crossing	LMFS 156+80 EB
Length (m)	128.8	90.0	160.0
Category	Natural Resource	Wildlife Crossings	Natural Resource
HCP	HCP	HCP	HCP
	(13)	**(14)**	**(15)**
Bridge Name	LMFS 159+95 EB	LMFS 165+30 EB	Sth Lake Mathews Viaduct - LMS 182+00 WB
Length (m)	185.7	110.0	530.1
Category	Natural Resource	Natural Resource	Natural Resource
HCP	HCP	HCP	HCP
	(16)	**(17)**	**(18)**
Bridge Name	LMS 214+20 OC Lake Mathews Drive	LMS 222+70 EB	LMS 222+70 Fr Rd
Length (m)	82.9	79.0	70.8
Category	Local Road	Natural Resource	Natural Resource
HCP	HCP	HCP	HCP
	(19)	**(20)**	**(21)**
Bridge Name	LMS 223+70 EB	LMS 224+00 Fr Rd	LMS 226+10 WB
Length (m)	101.8	55.5	73.6
Category	Natural Resource	Natural Resource	Natural Resource
HCP	HCP	HCP	HCP

APPENDIX I
ATTACHMENT B

BRIDGES (CONTINUED) LMS

	(22)	(23)	(24)
Bridge Name	LMS 226+00 Fr Rd	Temescal Canyon Viaduct - LMS 114+00 EB	River Rock Viaduct LMS 123+00 EB
Length (m)	41.3	1286.05	410.0
Category	Natural Resource	Loc Rd / Nat Res	Natural Resource
HCP	HCP	HCP	HCP

	(25)	(26)	(27)
Bridge Name	Eagle Rock Bridge - LMS 133+00 EB	LMFS 156+80 WB	LMFS 159+95 WB
Length (m)	128.8	160.0	185.7
Category	Natural Resource	Natural Resource	Natural Resource
HCP	HCP	HCP	HCP

	(28)	(29)	(30)
Bridge Name	LMFS 165+30 WB	LMS 222+70 WB	LMS 223+70 WB
Length (m)	110.0	79.0	101.8
Category	Natural Resource	Natural Resource	Natural Resource
HCP	HCP	HCP	HCP

	(31)	(32)	(33)
Bridge Name	LMS 226+10 EB	LMS 258+60 UC EB El Sobrante	LMS 258+60 UC WB El Sobrante
Length (m)	73.6	40.5	40.5
Category	Natural Resource	Local Road	Local Road
HCP	HCP	HCP	HCP

	(34)	(35)	(36)
Bridge Name	El Sobrante Rd WB off ramp	LMS 266+20 EB	LMS 266+20 WB
Length (m)	40.5	152	125
Category	Local Road	Natural Resource	Natural Resource
HCP	HCP	HCP	HCP

Note: **(cont.) - These bridges continue from other segment - TWS-C.

APPENDIX I
ATTACHMENT B

BRIDGES			**Segment FAR SOUTH - FS**
			ALT 9
			(includes segment C2 aand C3 bridges)
	(1)	**(2)**	**(3)**
Bridge Name	I15/MCP W-S Conn **(cont.)	I15/MCP N- E Conn **(cont.)	I15/MCP S-E Conn **(cont)
Length - (m)	187.85	104.89	409.74
Category	Other	Other	Other
HCP	HCP	HCP	HCP
	(4)	**(5)**	**(6)**
Bridge Name	Temescal Canyon Viaduct - FS 114+00 WB	River Rock Viaduct - FS 123+00 WB	Estelle Mtn WB on ramp
Length - (m)	1548.3	408.1	134.4
Category	Loc Rd / Nat Res	Natural Resource	Natural Resource
HCP	HCP	HCP	HCP
	(7)	**(8)**	**(9)**
Bridge Name	Estelle Mtn EB Off Ramp	FS 126+80 OC Estelle Mtn.	Cajalco Canyon OC - FS 14+60 (Estelle Mtn)
Length - (m)	231.2	90.0	159.6
Category	Natural Resource	Local Road	Natural Resource
HCP	HCP	HCP	HCP
	(10)	**(11)**	**(12)**
Bridge Name	Eagle Rock Bridge - FS 133+00 WB	FS 150+65 Land Crossing	LMFS 156+80 WB
Length - (m)	129.1	90.0	160.0
Category	Natural Resource	Wildlife Crossing	Natural Resource
HCP	HCP	HCP	HCP
	(13)	**(14)**	**(15)**
Bridge Name	LMFS 159+95 WB	LMFS 165+30 WB	Sth Lake Mathews Viaduct - FS 183+40 WB
Length - (m)	185.7	110.0	804.0
Category	Natural Resource	Natural Resource	Natural Resource
HCP	HCP	HCP	HCP
	(16)	**(17)**	**(18)**
Bridge Name	Descano Bridge - FS 200+00 WB	FS 222+60 UC EB Lake Mt Dr	FS 232+40 UC Winford St. EB
Length - (m)	184.2	48.4	46.2
Category	Natural Resource	Local Road	Local Road
HCP	HCP		
	(19)	**(20)**	**(21)**
Bridge Name	FS 248+50 UC EB Idaleona St.	Hardford Bridge - FS 272+20 WB	Gavilan Viaduct - FS 274+60 WB
Length - (m)	43.19	105.45	258.3
Category	Local Road	Natural Resource	Natural Resource
HCP		HCP	HCP

BRIDGES (CONTINUED) FS

	(22)	(23)	(24)
Bridge Name	FS 302+90 WB	FS 311+60 WB	FS 329+30 UC WB Campos Rd
Length - (m)	194.4	59.19	32.3
Category	Natural Resource	Natural Resource	Local Road
HCP	HCP	HCP	HCP

	(25)	(26)	(27)
Bridge Name	FS 311+60 EB	Temescal Canyon Viaduct - FS 114+00 EB	River Rock Viaduct - FS 123+00 EB
Length (m)	59.19	1286.05	408.1
Category	Natral Resource	Loc Rd / Nat Res	Natural Resource
HCP	HCP	HCP	HCP

	(28)	(29)	(30)
Bridge Name	Eagle Rock Bridge - FS 133+00 EB	LMFS 156+80 EB	LMFS 159+95 EB
Length (m)	129.1	160.0	185.7
Category	Natural Resource	Natural Resource	Natural Resource
HCP	HCP	HCP	HCP

	(31)	(32)	(33)
Bridge Name	LMFS 165+30 EB	Descano Bridge - FS 200+00 EB	FS 222+60 UC Lake Mt Dr WB
Length (m)	110.0	184.2	48.4
Category	Natural Resource	Natural Resource	Local Road
HCP	HCP	HCP	

	(34)	(35)	(36)
Bridge Name	FS 232+40 UC WB Winford St.	FS 248+50 UC WB Idaleona St	Hardford Bridge - FS 272+20 EB
Length (m)	46.2	43.19	105.45
Category	Local Road	Local Road	Natural Resource
HCP			HCP

	(37)	(38)	(39)
Bridge Name	FS 329+30 UC EB Campos Rd	FS 308+00 Land Crossing	Gavilan Viaduct - FS 274+60 EB
Length (m)	32.3	80	258.3
Category	Local Road	Wildlife Crossing	Natural Resource
HCP	HCP	HCP	HCP

	(40)	(41)	(42)
Bridge Name	FS 302+90 EB	C3 347+90 UC Old Els Rd EB	C3 347+90 UC WB Old Els Rd
Length (m)	194.4	44.2	44.2
Category	Natural Resource	Local Road	Local Road
HCP	HCP		

Note: **(cont.) - These bridges continue from other segment - TWS-C.

BRIDGES (CONTINUED) FS

	(43)	(44)	(45)
Bridge Name	C2 348+00 UC EB Old Els Rd	C2 374+00 UC EB Seaton Ave	C2 348+00 UC WB Old Els Rd
Length - (m)	45.5	31.0	45.5
Category	Local Road	Local Road	Loca Road
HCP			

	(46)	(47)
Bridge Name	C2 374+00 UC WB Seaton Ave	Sth Lake Mathews Viaduct - FS 183+40 EB
Length (m)	31.0	804.0
Category	Local Road	Natural Resource
HCP		HCP

Note: **(cont.) - These bridges continue from other segment - TWS-C.

APPENDIX I
ATTACHMENT B

BRIDGES

Segments Lake Mathews General Plan North and South - LMN GP and LMS GP

Alternatives 6 and 7

	(1)	(2)	(3)
Bridge Name	LMN GP 108+00 (Temescal Canyon)	LMN GP 120+00	LMN GP 130+00
Length - (m)	220	150	400
Category	Natural Resource	Natural Resource	Natural Resource
HCP	HCP	HCP	HCP

	(4)	(5)	(6)
Bridge Name	LMN GP 146+00	LMN GP 151+00	LMN GP 158+00
Length - (m)	150	360	145
Category	Natural Resource	Natural Resource	Natural Resource
HCP	HCP	HCP	HCP

	(7)	(8)	(9)
Bridge Name	LMN GP 165+00	LMN GP 196+00	LMSGP 218+00 EB
Length - (m)	130	125	207.0
Category	Natural Resource	Natural Resource	
HCP	HCP		

	(10)	(11)	(12)
Bridge Name	I15/MCP W-S Conn **(cont.)	I15/MCP N-E Conn **(Cont.)	I15/MCP S-E Conn **(Cont)
Length - (m)	187.85	104.89	409.74
Category	Other	Other	Other
HCP	HCP	HCP	HCP

	(13)	(14)	(15)
Bridge Name	Temescal Canyon Viaduct - LMS GP 118+00	LMS GP 128+00	Cajalco Canyon OC 29+00 EB On ramp (Estelle Mtn)
Length - (m)	1977.51	164.8	460.0
Category	Natural Resource	Natural Resource	Other / Nat Res
HCP	HCP	HCP	HCP

	(16)	(17)	(18)
Bridge Name	Cajalco Canyon OC 27+00 WB Off ramp (Estelle Mtn)	LMS GP 145+80	LMS GP 157+60 Land Crossing
Length - (m)	60.5	147.0	98.3
Category	Natural Resource	Natural Resource	Wildlife Crossings
HCP	HCP	HCP	HCP

BRIDGES (CONTINUED) LMN GP and LMS GP

	(19)	(20)	(21)
Bridge Name	LMS GP 178+80 Land Crossing	LMS GP 208+20 OC Lake Mathews Drive	LMSGP 218+00
Length - (m)	58.0	59.5	207.0
Category	Wildlife Crossings	Local Road	
HCP	HCP	HCP	

	(22)	(23)	(24)
Bridge Name	LMN GP 266+00 SB	LMN GP 266+00 NB	MV 258+60 UC EB El Sobrante
Length - (m)	30.3	30.3	40.5
Category	Natural Resource	Natural Resource	Local Road
HCP		HCP	HCP

	(25)	(26)	(27)
Bridge Name	MV 258+60 UC WB El Sobrante	Temescal Canyon Viaduct - LMS GP 118+00 EB	LMS GP 266+20 WB
Length - (m)	40.5	1376.0	138.69
Category	Local Road	Natural Resource	Natural Resource
HCP	HCP	HCP	HCP

	(28)	(29)
Bridge Name	WB off ramp El Sobrante Rd	LMS GP 266+20 EB
Length - (m)	40.5	138.69
Category	Local Road	Natural Resource
HCP	HCP	HCP

Note: **(cont.) - These bridges continue from other segment - TWS-C.

APPENDIX I
ATTACMENT B

BRIDGES		**Segment Mead Valley - MV**	
			ALT 4,5,6,7
			Includes Segment C-1
	(4)	**(5)**	**(6)**
Bridge Name	MV 269+00 WB	MV 273+10 WB	MV 276+70 UC WB Gustin Rd
Length - (m)	111.5	255.5	40.6
Category	Natural Resource	Local Road / Natural Resource	Local Road
HCP	HCP	HCP	HCP
	(4)	**(5)**	**(6)**
Bridge Name	MV 269+00 EB	MV 273+10 EB	MV 276+70 UC EB Gustin Rd
Length - (m)	111.5	255.5	40.6
Category	Natural Resource	Local Road / Natural Resource	Local Road
HCP	HCP	HCP	HCP
	(7)	**(8)**	**(9)**
Bridge Name	MV 293+90 OC WB Wood Rd	MV 295+10 WB	MV 310+30 WB
Length - (m)	91.3	94.14	156.6
Category	Local Road	Natural Resource	Natural Resource
HCP	HCP		
	(10)	**(11)**	**(12)**
Bridge Name	MV 318+00 UC WB Alex St.	WB On ramp Alexander St	MV 324+80 WB
Length - (m)	43.6	47.93	125.11
Category	Local Road	Local Road	Natural Resource
HCP			
	(13)	**(14)**	**(15)**
Bridge Name	MV 326+10 UC WB Brown St	MV 328+50 WB	MV 334+20 UC WB Clark St
Length - (m)	33.0	110.2	44
Category	Local Road	Natural Resource	Local Road
HCP			
	(16)	**(17)**	**(18)**
Bridge Name	MV 342+20 UC WB Day St	MV 342+20 UC EB Day St	MV 328+50 EB
Length - (m)	39.0	39.0	110.2
Category	Local Road	Local Road	Natural Resource
HCP			
	(19)	**(20)**	**(21)**
Bridge Name	MV 293+90 OC EB Wood Rd	MV 295+10 EB	MV 310+30 EB
Length - (m)	91.3	94.14	147.7
Category	Local Road	Natural Resource	Natural Resource
HCP	HCP		

APPENDIX I
ATTACMENT B

BRIDGES (CONTINUED) MV

	(22)	(23)	(24)
	MV 318+00 UC	MV 334+20 UC	
Bridge Name	EB Alex St.	WB Clark St	MV 324+80 EB
Length - (m)	43.6	44	125.11
Category	Local Road	Local Road	Natural Resource
HCP			

	(25)	(26)	(27)
	MV 326+10 UC	C1 352+00 UC	C1 359+20 UC
Bridge Name	WB Brown St	Cajalco Road	Seaton
Length - (m)	33.0	109.1	86.0
Category	Local Road	Local Road	Local Road
		HCP	HCP

APPENDIX I
ATTACHMENT B

BRIDGES		**Segment NORTH PERRIS (DRAIN) - PD**	
			ALT 4 AND 6
	(1)	**(2)**	**(3)**
Bridge Name	NB CD-Road	Oleander Ave OC	Oleander Ave OC
Length - (m)	232.0	72.3	99
Category	Other	Local Road	Local Road
HCP			
	(4)	**(5)**	**(6)**
Bridge Name	Oleander Ave OC	Cajalco Expwy UC	Cajalco Expwy UC
Length - (m)	47.0	99	99
Category	Local Road	Local Road	Local Road
HCP			
	(7)	**(8)**	**(9)**
Bridge Name	SB-EB Conn	SB-WB Conn	I-215 UC
Length - (m)	711.9	575.6	220
Category	Other	Other	Other
HCP			
	(10)	**(11)**	**(12)**
Bridge Name	Harvill Ave UC	Harvill Ave UC	EB-NB Conn (Harvel)
Length - (m)	64.0	64	70.6
Category	Local Road	Local Road	Other
HCP			
	(13)	**(14)**	**(15)**
Bridge Name	EB-NB Conn	EB-SB Conn (Harvil)	EB-SB Conn
Length - (m)	225.0	69.6	208.6
Category	Other	Other	Other
HCP			
	(16)	**(17)**	**(18)**
Bridge Name	NB CD-Road	Placentia St UC	I-215 UC
Length - (m)	202.5	130	227
Category	Other	Local Road	Other
HCP			
	(19)	**(20)**	**(21)**
Bridge Name	EB-NB UC	EB-NB UC	WB-SB Conn
Length - (m)	46.6	44.7	223.8
Category	Other	Other	Other
HCP			
	(22)	**(23)**	**(24)**
Bridge Name	Ramona Expwy OC	Ramona Expwy UC	Ramona Expwy UC
Length - (m)	112.0	76.5	76.5
Category	Local Road	Local Road	Local Road
HCP			

BRIDGES (CONTINUED) PD

	(25)	(26)	(27)
Bridge Name	Perris Blvd OC	PVSD Storm Drain WB	PVSD Storm Drain EB
Span (out to out) - (m)	102.5	3417	3417
Category	Local Road	Natural Resource	Natural Resource
HCP			

	(28)	(29)	(30)
Bridge Name	Evan Road UC EB	Evan Road UC WB	Seaton Ave UC EB
Span (out to out) - (m)	53.8	53.8	46.6
Category	Local Road	Local Road	Local Road
HCP			

	(31)
Bridge Name	Seaton Ave UC WB
Span (out to out) - (m)	46.5
Category	Local Road
HCP	

APPENDIX I
ATTACHMENT B

BRIDGES	**Segment PERRIS SOUTH (RIDER)- RD**		
			ALT 5 AND 7
	(1)	**(2)**	**(3)**
Bridge Name	Ramona Expwy OC	Ramona Expwy OC	NB CD-Road
Length - (m)	117.1	42	227.8
Category	Local Road	Local Road	Other
HCP			
	(4)	**(5)**	**(6)**
Bridge Name	SB-WB	NB-WB	SB-WB (Harvil)
Length - (m)	171.9	796.8	61.7
Category	Other	Other	Other
HCP			
	(7)	**(8)**	**(9)**
Bridge Name	Harvill Ave UC	EB-SB/ EB-NB	RR UC
Length - (m)	63.0	66	77
Category	Local Road	Other	Other
HCP			
	(10)	**(11)**	**(12)**
Bridge Name	RR UCC	EB-SB	NB CD-Road
Length - (m)	77.0	80	198.6
Category	Other	Other	Other
HCP			
	(13)	**(14)**	**(15)**
Bridge Name	Placentia St OC	I-215 UC	I-215 UC
Length - (m)	160.0	113	113
Category	Local Road	Other	Other
HCP			
Bridge Name	WB-SB	SB-EB	Indian Ave OC
Length - (m)	510.5	482.5	110
Category	Other	Other	Local Road
HCP			
	(19)	**(20)**	**(21)**
Bridge Name	Perris Blvd OC	Redlands Ave UC	Wilson Ave UC
Length - (m)	116.0	79.9	79.5
Category	Local Road	Local Road	Local Road
HCP			

BRIDGES (CONTINUED) RD

	(22)	(23)	(24)
Bridge Name	PVSD Storm Drain EB	PVSD Storm Drain WB	Evans Road WB
Length - (m)	213.4	213	53.6
Category	Natural Resource	Natural Resource	Local Road
HCP			

	(25)
Bridge Name	Evans Road EB
Length - (m)	53.6
Category	Local Road
HCP	

APPENDIX I
ATTACHMENT B

BRIDGES — Segment PERRIS PLACENTIA DEPRESSED- PPD

Alternative 9

	(1)	(2)	(3)
Bridge Name	Harvill Ave UC	Harvill Ave UC	EB-SB
Length - (m)	57.0	57.0	56.4
Category	Local Road	Local Road	Other
HCP			

	(4)	(5)	(6)
Bridge Name	EB-SB	EB-NB/ EB-Perris Off	RR UC
Length - (m)	174.6	143	64.3
Category	Other	Other	Other
HCP			

	(7)	(8)	(9)
Bridge Name	RR UC	SB-EB	SB-WB
Length - (m)	64.3	1066	517.9
Category	Other	Other	Other
HCP			

	(10)	(11)	(12)
Bridge Name	NB-WB	NB-EB	Placentia St OC
Length - (m)	949.4	288.7	54.1
Category	Other	Other	Other
HCP			

	(13)	(14)	(15)
Bridge Name	Placentia St OC	I-125 UC	I-125 UC
Length - (m)	159.9	153.4	144.8
Category	Local Road	Other	Other
HCP			

	(16)	(17)	(18)
Bridge Name	WB-NB	WB-SB	EB-Perris Off
Length - (m)	58.0	155.7	52.8
Category	Other	Other	
HCP			

	(19)	(20)	(21)
Bridge Name	Indian Ave OC WB	Indian Ave OC EB	Perris Blvd OC
Length - (m)	52.8	52.8	109
	Local Road	Local Road	Local Road
HCP			

	(22)	(23)	(24)
Bridge Name	WB-Perris Off	WB-Perris On	Redlands Ave OC
Length - (m)	220.0	229	88
Category	Other	Other	Local Road
HCP			

BRIDGES (CONTINUED) PPD

	(25)	(26)	(27)
Bridge Name	PVSD Storm Drain WB	PVSD Storm Drain EB	Evans Rd UC WB
Span (out to out) - (m)	277.2	269	60
Category	Natural Resources	Natural Rescources	Local Road
HCP			

	(28)
Bridge Name	Evans Rd UC EB
Span (out to out) - (m)	60.0
Category	Local Road
HCP	

APPENDIX I
ATTACHMENT B

BRIDGES		**Segment SAN JACINTO COMMON - SJ** Alternatives 4, 5, 6, 7, 9	
	(1)	**(2)**	**(3)**
Bridge Name	Ramona Exp UC WB	Ramona Exp UC WB	Bernasconi Rd OC
Length - (m)	54.2	54.0	105.7
Category	Local Road	Local Road	Local Road
HCP			
	(4)	**(5)**	**(6)**
Bridge Name	San Jacinto River / Lakeview Nuevo WB	San Jacinto River / Lakeview Nuevo WB	Reservoir RD OC
Length - (m)	1317.0	1317.0	72.9
Category	Natural Resource	Natural Resource	Local Road
HCP	HCP	HCP	
	(7)	**(8)**	**(9)**
Bridge Name	Town Center Blvd OC	Park Center Blvd OC	Under Crossing
Length - (m)	77.1	70.8	47.4
Category	Local Road	Local Road	Wildlife Crossing
HCP		HCP	HCP

APPENDIX I
ATTACHMENT B

BRIDGES			**Segment SAN JACINTO SOUTH -SJS** Alternatives 4, 5, 6, 7, 9
	(1)	**(2)**	**(3)**
Bridge Name	Warren RD OC	Warren Rd	Odell Ave UC EB
Length - (m)	83.7	55	58.1
Category	Local Road	Local Road	Local Road
HCP			
	(4)	**(5)**	**(6)**
Bridge Name	Odell Ave UC WB	Cawston Ave UC WB	Cawston Ave UC EB
Length - (m)	58.1	61	60.6
Category	Local Road	Local Road	Local Road
HCP			
	(7)	**(8)**	**(9)**
Bridge Name	SB-WB	SB-WB	NB-WB
Length - (m)	80.9	801.1	819
Category	Other	Other	Other
HCP			
	(10)	**(11)**	**(12)**
Bridge Name	NB-WB	EB-NB	EB-NB
Length - (m)	580.0	82	946.8
Category	Other	Other	Other
HCP			
	(13)	**(14)**	**(15)**
Bridge Name	EB-SB	MCP UC	SR-79
Length - (m)	613.7	68.5	500
Category	Other	Other	Other
HCP			
	(16)	**(17)**	**(18)**
Bridge Name	SR-79	NB-Loop On Ramp	SB-Off Ramp
Length - (m)	100.0	66.8	152
Category	Other	Other	Other
HCP			
	(19)		
Bridge Name	San Jacinto River / City of SJ		
Length - (m)	391.3		
Category	Natural Resource		
HCP	HCP		

APPENDIX I
ATTACHMENT B

BRIDGES

Segment Design Variation - TWS

Design Variation for Alternatives 4, 5, 6, 7 and 9

	(1)	(2)	(3)
Bridge Name	Ontario UC NB	Ontario UC SB	El Cerrito UC NB
Length - (m)	52.00	52.00	43.00
Category	Local Road	Local Road	Local Road
HCP			

	(4)	(5)	(6)
Bridge Name	Conn S-E	W-S On Ramp @ Bedford Wash	I-15 @ Weirick UC NB (Aux)
Length - (m)	1574.86	132.49	47.10
Category	Other	Natural Resource	Local Road
HCP			

	(7)	(8)	(9)
Bridge Name	NB_CD @ Weirick	NB Slip @ Bedford Wash	NB CD @ Bedford Wash
Length - (m)	47.10	138.40	109.6
Category	Other	Natural Resource	Natural Resource
HCP			

	(10)	(11)	(12)
Bridge Name	Cajalco NB Off @ Bedford Wash	Conn N-E	Conn W-S
Length - (m)	104.72	951.21	185.54
Category	Natural Resource	Other	Other
HCP			

	(13)	(14)	(15)
Bridge Name	Conn W-N	Cajalco Bridge	MCP West @ I-15 WB
Length - (m)	629.34	173.52	814.2
Category	Other	Other	Other
HCP			

	MCP East @	I-15 @ Weirick	
Bridge Name	I-15 EB	UC SB	El Cerrito UC SB
Length - (m)	933.9	47.10	43.00
Category	Other	Local Road	Local Road
HCP			

	(19)
Bridge Name	Cajalco Road SB On Ramp at Bedford Wash
Length - (m)	131.89
Category	Natural Resource
HCP	

APPENDIX I
ATTACHMENT B

BRIDGES	Segment Design Variation SAN JACINTO NORTH - SJN		
			Design Variation for Alternatives 4, 5, 6, 7, 9
	(1)	**(2)**	**(3)**
Bridge Name	Warren Road OC	Odell Ave UC WB	Odell Ave UC EB
Length - (m)	93.2	56.4	56.4
Category	Local Road	Local Road	Local Road
HCP			
	(4)	**(5)**	**(6)**
Bridge Name	Cawston Ave UC WB	Cawston Ave UC EB	SB-WB
Length - (m)	57.1	57.1	74
Category	Local Road	Local Road	Other
HCP			
	(7)	**(8)**	**(9)**
Bridge Name	SB-WB	NB-WB	EB-NB
Length - (m)	743.9	886.5	93.5
Category	Other	Other	Other
HCP			
	(10)	**(11)**	**(12)**
Bridge Name	EB-NB	EB-NB	EB-SB
Length - (m)	727.9	139	65.7
Category	Other	Other	Other
HCP			
	(13)	**(14)**	**(15)**
Bridge Name	NB-On Ramp	NB-Loop On Ramp	SB-Off Ramp
Length - (m)	202.0	149	182
Category	Other	Other	Other
HCP			
Bridge Name	SR-79	San Jacinto River / City of SJ	
Length - (m)	600.0	391.6	
Category	Other	Natural Resource	
HCP		HCP	

BRIDGES — Segment Design Variation PERRIS PLACENTIA ELEVATED - PPE

Design Variation Alternative 9

	(1)	(2)	(3)
Bridge Name	Harvill Ave UC WB	Harvill Ave UC WB	EB-SB
Length - (m)	57.0	57	54.4
Category	Local Road	Local Road	Other
HCP			

	(4)	(5)	(6)
Bridge Name	EB-SB	EB-NB	EB-NB
Length - (m)	172.4	64.3	124.6
Category	Other	Other	Other
HCP			

	(7)	(8)	(9)
Bridge Name	RR UC	SB-EB	SB-WB
Length - (m)	64.3	1061.2	433.9
Category	Other	Other	Other
HCP			

	(10)	(11)	(12)
Bridge Name	NB-WB	Placentia St OC	Placentia St OC
Length - (m)	833.5	60	129.8
Category	Other	Local Road	Local Road
HCP			

	(13)	(14)	(15)
Bridge Name	I-215 UC	WB-NB	WB-NB
Length - (m)	128.4	122.6	103.6
Category	Other	Other	Other
HCP			

	(16)	(17)	(18)
Bridge Name	WB-SB	WB-SB	WB-SB
Length - (m)	128.9	47.4	103.1
Category	Other	Other	Other
HCP			

	(19)	(20)	(21)
Bridge Name	NB-Placentia Off UC	NB-Placentia Off UC	EB-Perris Off
Length - (m)	47.5	42.0	114.3
Category	Other	Other	Other
HCP			

	(22)	(23)	(24)
Bridge Name	EB-Perris Off	Indian Ave OC WB	Indian Ave OC WB
Length - (m)	70.8	59.5	59.5
Category	Other	Local Road	Local Road
HCP			

BRIDGES (CONTINUED) PPE

	(25)	(26)	(27)
Bridge Name	Perris Blvd OC WB	Perris Blvd OC EB	WB-Perris Off
Length - (m)	63.2	63.2	82.9
Category	Local Road	Local Road	Other
HCP			

	(28)	(29)	(30)
Bridge Name	WB-Perris Off	WB-Perris On	WB-Perris On
Length - (m)	83.9	128.8	111.1
Category	Other	Other	Other
HCP			

	(31)	(32)	(33)
Bridge Name	Redlands Ave OC WB	Redlands Ave OC EB	Wilson Ave OC WB
Length - (m)	66.0	66	46.8
Category	Local Road	Local Road	Local Road
HCP			

	(34)	(35)	(36)
Bridge Name	Wilson Ave OC WB	PVSD Storm Drain WB	PVSD Storm Drain EB
Length - (m)	46.8	215.2	215.0
Category	Local Road	Natural Resource	Natural Resource
HCP			

	(37)	(38)
Bridge Name	Evans Road UC WB	Evans Road UC WB
Length - (m)	60	60.0
Category	Local Road	Local Road
HCP		

Appendix I, Attachment C – Bridge Location Planning Process Avoidance and Minimization

1. **General:** To fully integrate environmental avoidance with engineering design, the consultant team went through a rigorous process to site wildlife crossings and bridges. This process ensured that engineering considerations did not drive the alignments and alignment features (i.e., bridge length and location). The end result is that the alternatives meet and in most cases exceed Multiple Species Habitat Conservation Plan (MSHCP) criteria for accommodating wildlife movement and maintaining connectivity between habitat areas.

2. **Initial Alignments:** Initially the alignments for each of the alternatives were laid out to avoid existing reserves and known cultural sites as much as possible, while meeting California Department of Transportation (Caltrans) geometric design standards. Though these alignments provided some engineering challenges, this process allowed significant environmental avoidance. If avoidance was not possible, then the alignments were refined to minimize impacts. Following the initial layout, the engineering team and environmental teams held several joint workshops to further ensure that environmental issues and avoidance were adequately addressed. These workshops took place as the environmental surveys were being completed. The last workshop was held after the completion of the environmental surveys to provide final changes to the alignments as the survey information on specific resource locations was known.

3. **Wildlife Crossings:** The environmental and engineering teams worked together to initially site wildlife crossing locations for each of the alternatives. Layouts maximized the use of terrain to provide bridges for wildlife crossings. Bridge locations were identified based on the height and length required to span the terrain. If a site was identified as being suitable for either a bridge or culvert, then a bridge was used. During the environmental and engineering workshops, the bridge locations were discussed to determine if they would be beneficial as wildlife crossings. The environmental team provided input on key areas for crossings (i.e., linkages) as well as spacing between crossings based on MSHCP criteria. If the distances were too great between crossings, or other areas were identified that needed wildlife crossings, culvert locations were analyzed on whether they could provide a logical site as a combined wildlife crossing and culvert. When this approach was taken, the undercrossing (culvert) was sized and

features added (such as benching) so that normal flows would still allow dry crossings by wildlife. Additionally, in all cases, these wildlife crossings were sized to provide a minimum 1:1 aspect ratio (ratio between distance of undercrossing to the size of the opening in square feet) so that sufficient light is provided for wildlife to see from opening to end. Also a minimum height was established for safe crossing of large mammals such as deer. Wildlife overcrossings (land bridges) were also located in those areas in which an overcrossing would provide more benefit than an undercrossing and the terrain was compatible for an overcrossing.

4. **Waters/Wetlands:** The initial layout also took into consideration avoidance of waters and wetlands. Initially, the United States Army Corps of Engineer's *Special Area Management Plan* (SAMP) data were used, which provided a useful landscape-level view of the waters and wetlands in the area. SAMP data were available for all the alignments. The alignments were changed to avoid these potentially jurisdictional areas as much as possible. In those places in which avoidance was not practical, bridges and in some cases walls were used to avoid these waters and wetlands. When the draft Mid County Parkway (MCP) Jurisdictional Delineation was completed, the new data were compared to the SAMP data to make sure these areas were avoided as much as possible. More detailed discussion on the siting of bridge locations over water resources and the determination of length of bridge over water resources can be found in Appendix I, Attachment D, Bridge Waters and Wetlands Considerations.

Conclusion

After a draft plan of bridge crossings was completed, the engineering and environmental team met with United States Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) staff in September 2006 and presented some typical crossings as well as locations of all proposed crossings for all alignments. The agencies provided initial feedback and suggestions for additional locations for crossings and to provide some smaller culverts to accommodate movement of smaller mammals.

Appendix I, Attachment D – Bridge, Waters, and Wetlands Consideration

This page intentionally left blank

Appendix I, Attachment D – Bridge, Waters, and Wetlands Consideration

	Bridge Name and Location	Alternative/s	Reach/Drainage System*	Length (m)	Height (m)	Wetland Shading Impact	Positioning Considerations	Impact to Federal and State Jurisdictional Areas
1	**MCP/I-15 Interchange**	**All Alts**	**Reach 1/DS#2**	Multiple Bridges	10–30	Does not cross wetland	MCP/I-15 Interchange will result in the existing I-15 crossing the Bedford Canyon Wash to be widened. No impacts will occur to the waters and wetlands along the crossing. Connectors, ramps and Collector-Distributor roads will all have bridges over the Wash south of the MCP mainline. Interchange alignment cannot be easily moved due to interchange spacing requirements from FHWA and Caltrans.	The abutments and piers will all be out of the jurisdictional waters/wetlands and California Department of Fish and Game (CDFG) streambed and riparian habitat jurisdictional areas. Waters/wetlands will be completely avoided by the bridge placements. Temporary impacts are likely to occur during construction of the bridges.
2	**Temescal Canyon Viaduct, 106+80 to 118+04**	**4, 5, 9**	**Reach 1/DS#2, DS#4, DS#5, Reach 2/DS#6**	1395	6-39	HW Ratio** = 1.35 No Significant Impact	Long bridge sited to avoid wetlands and waters to largest extent possible. Bridge siting also provides good topography fit and allows wildlife crossing opportunities. Bridge is very high over existing terrain to reduce climbing grade up from the Temescal Valley.	Bridge minimizes impacts to jurisdictional waters. No impact to United States Army Corps of Engineers (USACE) jurisdictional areas along Bedford Canyon Wash and Temescal Creek. Pier bents, abutments and fill will completely avoid Temescal Creek and Bedford Canyon Wash. There will be impacts along Cajalco Creek. Waters, wetlands, and CDFG jurisdictional areas cannot be totally avoided since the alignment of Cajalco Creek weaves in and out in the eastern portion of the bridge. Some pier bents and protective revetments will impact waters along Cajalco Creek.
3	**River Rock Viaduct, 120+45 to 124+55**	**4, 5, 9**	**Reach 2/DS#7**	410	6-32	Does not cross wetland	Bridge positioned to minimize impacts to wetlands and waters. Fill and culverts would have been used if wetlands and waters were not a priority.	Bridge completely avoids wetlands, waters, and riparian on the east half of bridge. Pier bents are positioned high on slopes and away from the reaches. Fill from the eastbound off-ramp does impact some waters on the west side of the bridge. Waters and CDFG areas are also impacted near the Estelle Mountain Interchange at the end of drainage system 7.
4	**Cajalco Canyon Overcrossing (access to Cajalco Road), 13+85 to 15+45**	**4, 5, 9**	**Reach 2/DS#6**	160	9-36	HW Ratio = 1.13 No Significant Impact	Bridge provides access to Cajalco Road from MCP Estelle Mountain Interchange. Bridge positioned to cross Cajalco Creek transversely to avoid waters and wetlands impacts while minimizing bridge length. Estelle Mountain IC cannot be moved farther east due to MSHCP prohibitions on interchanges located in public lands or west due to standard interchange spacing requirements. Provides wildlife corridor.	Bridge completely avoids wetlands, waters, and CDFG jurisdictional areas. Pier bents are positioned high on slopes and away from the reach. There is no fill, abutments, piers, or riprap in any of the jurisdictional areas. There are also no temporary impacts since the steep slope, inaccessible jurisdictional area, and height preclude placing any construction equipment in the jurisdictional area.
5	**Eagle Rock Bridge, 132+20 to 133+52**	**4, 5, 9**	**Reach 2/DS#6**	129	13-35	HW Ratio = 1.85 No Significant Impact	MCP mainline bridge positioned to cross very steep creek transversely to avoid waters and wetlands impacts while minimizing bridge length. Provides good north-south wildlife corridor. Requires a wall to the northeast to ensure abutment fill does not impact jurisdictional areas.	Bridge completely avoids wetlands, waters, and CDFG areas. Pier bents are positioned high on slopes and away from the reach. There is no fill, abutments, piers, or riprap in any of the jurisdictional areas. There are also no temporary impacts since the steep slope, inaccessible jurisdictional area, and height preclude placing any construction equipment in the jurisdictional area.
6	**Farley Bridge 156+00 to 157+60**	**4, 5, 9**	**Reach 2/ DS#18**	160	20-22	Does not cross wetland	MCP mainline bridge positioned to cross a creek. Bridge provides a wildlife crossing for either side of the creek in the flat. Provides a good north-south wildlife corridor to and from the plateau.	Bridge completely avoids wetlands, waters and CDFG areas. Pier bents are positioned away from the jurisdictional areas. There is no fill, abutments, piers, or riprap in any of the jurisdictional areas.
7	**Black Rock Bridge, 159+00 to 160+85**	**4, 5, 9**	**Reach 2/ DS#16**	186	7-20	HW Ratio = 0.37 Moderate potential to impact underlying vegetation.	MCP mainline bridge positioned to cross to cross a wide vegetated creek. Bridge provides a wildlife crossing for either side of the creek. Provides a good north-south wildlife corridor to and from the plateau.	Bridge completely avoids wetlands, waters and CDFG areas. Pier bents are positioned away from the reach. There is no fill, abutments, piers, or riprap in any of the jurisdictional areas.
8	**Olsen Creek Bridge, 164+75 to 165+85**	**4, 5, 9**	**Reach 2/ DS#19**	110	6-9	Does not cross wetland	MCP mainline bridge positioned to cross to cross a creek. Bridge provides a wildlife crossing for either side of the creek in the flat. Provides a good north-south wildlife corridor to and from the plateau.	Bridge completely avoids wetlands, waters and CDFG areas. Pier bents are positioned away from the reach. There is no fill, abutments, piers, or riprap in any of the jurisdictional areas.
9	**South Lake Mathews Viaduct, 179+36 to 187+40**	**9**	**Reach 2/DS Misc.**	804	5-23	Does not cross wetland	MCP mainline bridge positioned to cross very steep drop. Bridge avoids waters while ensuring a very large wildlife corridor. Bridge selected in lieu of an embankment and culvert to avoid waters and avoid direct impacts of fill on the existing Metropolitan Reserve.	Bridge completely avoids wetlands, waters, and CDFG. Pier bents are positioned away from the reach. There is no fill, abutments, piers, or riprap in any of the jurisdictional areas.
10	**Descanso Viaduct, 199+06 to 200+90**	**9**	**Reach 3/DS#21**	184	10-32	HW Ratio = 2.22 No Significant Impact	MCP mainline bridge positioned to cross steep valley. Bridge avoids waters and wetlands and provides a wildlife corridor. Bridge positioning avoids waters to maximum extent to enable a crossing of the valley while turning the alignment up the steep valley parallel to the DS#21.	Bridge completely avoids wetlands, waters, and CDFG areas along the main tributary. Ephemeral waters are impacted to the west of the bridge. Pier bents are positioned on slopes and away from the main reach. Ephemeral waters leading into the wetlands and main tributary are impacted somewhat. There is no fill, abutments, piers, or riprap in any of the jurisdictional wetland or waters areas on the main tributary.

Appendix I, Attachment D – Bridge, Waters, and Wetlands Consideration

	Bridge Name and Location	Alternative/s	Reach/Drainage System*	Length (m)	Height (m)	Wetland Shading Impact	Positioning Considerations	Impact to Federal and State Jurisdictional Areas
11	**Gavilan Viaduct, 273+30 to 276+10**	**9**	**Reach 3/DS#26**	258	15-30	HW Ratio = 2.78 No Significant Impact	MCP mainline bridge positioned to Cross Gavilan Valley and Road. Bridge avoids main tributary waters and wetlands while crossing perpendicular to the creek. Alignment avoids significant cultural resources to the south while providing a good fit for the terrain. Bridge also provides a natural wildlife corridor.	Bridge completely avoids wetlands and waters along the main tributary. Ephemeral waters are impacted to the east of the bridge. Pier bents are positioned on slopes and away from the main reach. There is no fill, abutments, piers, or riprap in any of the jurisdictional wetland or waters areas on the main tributary.
12	**Juniper Viaduct Far South, 301+93 to 303+87**	**9**	**Reach 3/DS#29**	196	3-35	Does not cross wetland	MCP mainline bridge positioned to cross a U-shaped valley. Bridge crosses jurisdictional areas perpendicularly. Alignment provides only cost-effective way of crossing major ridgeline. Bridge avoids waters while ensuring a large wildlife corridor.	Bridge completely avoids wetlands and waters. Pier bents are positioned high on slopes and away from the reach. There is no fill, abutments, piers, or riprap in any of the jurisdictional areas including CDFG areas.
13	**Masoncrest Far South, 311+26 to 311+77**	**9**	**Reach 3/DS#31**	59	8-16	Does not cross wetland	MCP mainline bridge positioned to cross steep valley. Bridge avoids waters and allows a north-south large wildlife corridor. Bridge selected in lieu of an embankment and culvert due to the sensitivity of waters.	Bridge completely avoids wetlands, waters, and CDFG areas along the main tributary. Pier bents are positioned on slopes and away from the main reach. There is no fill, abutments, piers, or riprap in any of the jurisdictional wetland or waters areas on the main tributary.
14	**Perris Valley Storm Drain, 197+40 to 200+10 (alt 9), 198+25 to 200+43 (alts 5, 7), 186+80 to 221+000 (alts 4, 6)**	**5, 7, 9, 4, 6**	**Reach 6/DS#60**	273, 213, 3417	4-10	HW Ratio = 0.46 Moderate potential to impact underlying vegetation.	MCP mainline bridge for Rider and Placentia Alternatives 5, 7 and 9 positioned to cross the Perris Valley Storm Drain. Bridge is aligned to cross the drain at a near-perpendicular crossing to reduce length and minimize waters/wetlands impacts. Bridge also aligned to minimize impacts to local community and to ensure the interchange at Evans meets Caltrans standards. Bridge for Alternatives 4 and 6 includes a section that is directly adjacent to the west side of the Perris Valley Storm Drain and then crosses the Perris Drain near Placentia Avenue. For Alternatives 4 and 6 a 3,417 m (11,210 ft) long bridge is proposed in this area to avoid impacting the floodplain. Approximately 240 m (656 ft) of the bridge is crossing over the Perris Drain.	Bridge for Alternatives 4, 6, 5, 7, and 9 minimizes impacts to wetlands, waters, and CDFG areas along the Perris Valley Drain. All abutments are located outside of the channel and jurisdictional areas. Some pier bents will impact wetlands, waters and CDFG areas within the Perris Valley Storm Drain.
15	**San Jacinto River/Lakeview Nuevo, 272+83 to 286+00**	**All Alts**	**Reach 7/ DS#61, DS#62, DS#63**	1317	4–13	HW Ratio = 0.38 Moderate potential to impact underlying vegetation.	MCP mainline bridge crossing the San Jacinto River. Bridge is over 1,300 m long to completely avoid waters/wetlands impacts while also ensuring that flows downstream are not retained and that flows upstream do not back up. A small bridge and embankment would have been proposed except for concerns about the waters and wetlands in the area. The entire floodplain is crossed by the bridge. Bridge also provides excellent wildlife crossing opportunities for the MSHCP linkage of the San Jacinto.	Bridge completely avoids wetlands, waters, and CDFG areas while crossing the river floodplain. Pier bents will be placed outside all jurisdictional federal and state areas. All abutments and pier bents are located outside of the waters and wetlands.
16	**MCP/SR-79 Interchange, San Jacinto South**	**All Alts**	**Reach 8/DS#64**	Multiple Bridges	10–25	Unknown	MCP/SR-79 interchange crosses wetlands and waters on the south side of the MCP mainline alignment. Crossings are a combination of bridges and embankment for the southern connectors with SR-79. This interchange is sited to optimize Caltrans spacing requirements between the next SR-79 Interchanges at Gilman Springs and Sanderson. Aligning MCP along the Colorado Aqueduct reduces disruption to land use and local circulation.	Waters/wetlands cannot be completely avoided due to the density of ramps and connectors in the area. Connectors and ramps on the southwest quadrant of the interchange impact waters, wetlands, and CDFG areas.
17	**San Jacinto River Viaduct/City of San Jacinto**	**All Alts**	**Reach 8/DS#66, DS#67**	390	5-13	Unknown	SR-79 bridge crossing the San Jacinto River. Current viaduct will be lengthened to 400 m long and will be widened to the west. Viaduct required to allow transition from MCP connectors to SR-79 alignment.	Viaduct will minimize impacts to waters/wetlands within the San Jacinto River mainline. Pier bents will be placed in line where they are currently located within the San Jacinto River. Wetlands south of the river along the existing Sanderson Avenue embankment will be impacted by bridge pier bents and scour protection.
18	**Temescal Canyon Viaduct, General Plan, 106+80 to 124+00**	**6, 7**	**Reach 1/DS#2, DS#4, DS#5, Reach 2/DS#6 and DS#7**	1720	8-32	HW Ratio = 1.08 No Significant Impact	Long bridge sited to meet Riverside County General Plan. Alignment follows General Plan to meet requirements to be covered under the MSHCP. Bridge siting also provides good topography fit and allows wildlife crossing opportunities. Bridge is very high over existing terrain to reduce climbing grade from the Temescal Valley.	No impact to USACE jurisdictional areas along Bedford Canyon Wash and Temescal Creek. Pier bents abutments and fill will completely avoid Temescal Creek and Bedford Canyon Wash. Due to the alignment of Cajalco Creek weaving in and out of the bridge, impacts to jurisdictional areas cannot be avoided and some pier bents and protective revetments will impact waters and CDFG jurisdictional areas along Cajalco Creek and DS#6.
19	**General Plan, 127+20 to 128+80**	**6, 7**	**Reach 2/DS#6**	165	12-28	HW Ratio = 1.14 No Significant Impact	Bridge positioned to minimize impacts to wetlands and waters. Fill and culverts would have been proposed if wetlands and waters were not a priority.	Bridge completely avoids wetlands, waters, and CDFG jurisdictional areas. Pier bents are positioned on slopes and away from the reach. No fill or abutments in jurisdictional areas.

Appendix I, Attachment D – Bridge, Waters, and Wetlands Consideration

	Bridge Name and Location	Alternative/s	Reach/Drainage System*	Length (m)	Height (m)	Wetland Shading Impact	Positioning Considerations	Impact to Federal and State Jurisdictional Areas
20	**Cajalco Canyon Overcrossing, General Plan South, two bridges, 26+65 to 28+10, and 26+65 to 31+55**	**6, 7**	**Reach 2/DS#6**	145 and 461	6-42	HW Ratio = 1.13 No Significant Impact	Bridge provides access to Cajalco Road from MCP Estelle Mountain Interchange. Bridge positioned to cross Cajalco Creek perpendicularly to avoid waters and wetlands impacts while minimizing bridge length. Estelle Mountain IC cannot be moved farther east due to MSHCP prohibitions on interchanges located in public lands and not west due to interchange spacing requirements. Provides wildlife corridor.	Bridge completely avoids wetlands, waters, and CDFG areas. Pier bents are positioned high on slopes and away from the reach. There is no fill, abutments, piers, or riprap in any of the jurisdictional areas. There are also no temporary impacts since the steep slope, inaccessible jurisdictional area, and height preclude placing any construction equipment in the jurisdictional area.
21	**General Plan South, 145+05 to 146+50**	**6, 7**	**Reach 2/DS#11, DS#13**	147	6-13	HW Ratio = 0.97 No Significant Impact	MCP mainline bridge positioned to cross two steep creeks. Alignment is locked in to meet the General Plan and MSHCP criteria. MCP crossing the west creek has a longitudinal skew angle. Provides good north-south wildlife corridor.	Bridge piers completely avoid wetlands, waters, and CDFG areas. Both the east and west crossing impacts water due to the location of the abutments.
22	**General Plan South, 216+80 to 218+85**	**6, 7**	**Reach 4/DS#46, DS#47, DS#48**	207	3-9	HW Ratio = 0.83 No Significant Impact	MCP mainline bridge positioned to cross two creeks. Alignment is locked in to meet General Plan and MSHCP criteria. Crossing the west creek has a longitudinal skew angle. The easternmost crossing is a near perpendicular crossing. Provides good north-south wildlife corridor.	Bridge completely avoids wetlands, waters, and CDFG areas for the east crossing. The west crossing impacts waters and CDFG areas due to the abutment.
23	**General Plan South, 265+45 to 266+85**	**6, 7**	**Reach 5/DS#52**	140	2-5	HW Ratio = 0.27 High potential to impact underlying vegetation.	MCP General Plan South mainline bridge positioned to cross existing wetland area. Alignment is locked in to meet the General Plan and MSHCP criteria. Alignment is adjacent to Metropolitan Water District's (Metropolitan) Cajalco Dam. Provides a north-south wildlife corridor. Crossing would be an embankment if not for concern about waters and wetlands.	Bridge piers do impact existing wetlands and CDFG riparian habitat. Bridge span cannot be lengthened since bridge is too low to increase span length.
24	**General Plan North, 128+00 to 132+00**	**6, 7**	**Reach 9/DS#68**	400	4-20	Does not cross wetland	MCP General Plan North bridge positioned to cross deep ravine complex. Alignment is locked in to meet the General Plan and MSHCP criteria. Alignment is adjacent to Metropolitan's Cajalco Dam. Provides an east-west wildlife corridor.	No impact to existing waters. Bridge piers will avoid waters and wetlands and CDFG jurisdictional areas.
25	**General Plan North, 145+00 to 146+50**	**6, 7**	**Reach 9/DS#70**	150	4-8	HW Ratio = 0.32 Moderate potential to impact underlying vegetation.	MCP General Plan North bridge positioned to cross ravine complex. Alignment is locked in to meet the General Plan and MSHCP criteria. Alignment is adjacent to Metropolitan's Cajalco Dam. Provides a north-south wildlife corridor. Alignment would be fill with culvert instead of bridge except for concern for waters.	Bridge abutment and piers will impact waters and CDFG riparian.
26	**General Plan North, 149+60 to 153+20**	**6, 7**	**Reach 9/DS#71**	360	4-10	Does not cross wetland	MCP General Plan North bridge positioned to cross ravine complex. Alignment is locked in to meet the General Plan and MSHCP criteria. Segment would be fill with culvert if not for waters concerns. Provides a north-south wildlife corridor.	Bridge abutment and piers will impact waters and CDFG riparian. Bridge is positioned longitudinally with stream so bridge piers will impact the streambed.
27	**General Plan North, 157+80 to 159+25**	**6, 7**	**Reach 9/DS#72**	145	4-12	Does not cross wetland	MCP General Plan North bridge positioned to cross stream. Alignment crosses stream longitudinally. Alignment is locked in to meet the General Plan and MSHCP criteria. Provides a north-south wildlife corridor.	Bridge abutment and piers will impact waters and CDFG riparian. Bridge is positioned somewhat longitudinally with stream so bridge piers will impact the streambed.
28	**General Plan North, 265+75 to 266+05**	**6, 7**	**Reach 5/DS#51**	30	8	HW Ratio = 0.93 No Significant Impact	MCP General Plan North existing bridge expanded by two lanes to cross outlet for Cajalco Dam. Alignment as determined in the General Plan and MSHCP criteria.	Bridge widens existing bridge. Abutment and piers will not impact waters and CDFG riparian. Bridge is positioned perpendicular to stream so that bridge piers will not impact the streambed.
29	**South Lake Mathews Viaduct, 179+30 to 184+82**	**4, 5**	**Reach 2/DS Misc.**	530	5-23	Does not cross wetland	MCP mainline bridge positioned to cross very steep drop. Bridge avoids waters while ensuring a very large wildlife corridor. Bridge selected in lieu of an embankment and culvert to avoid waters and avoid direct impacts of fill on the existing Metropolitan Reserve.	Bridge completely avoids wetlands, waters, and CDFG. Pier bents are positioned away from the reach. There is no fill, abutments, piers, or riprap in any of the jurisdictional areas.
30	**Lake Mathews South, 222+25 to 223+05**	**4, 5**	**Reach 4/DS#46**	80	4-10	HW Ratio = 0.56 Low potential to impact underlying vegetation.	MCP mainline bridges and frontage road bridge positioned to cross small stream. Bridge crosses jurisdictional areas perpendicularly. Alignment positioned to be on southern edge of Metropolitan Reserve to minimize impacts. Bridge avoids waters and wetlands while ensuring a wildlife corridor.	Bridge completely avoids wetlands, waters, and CDFG riparian. Pier bents are positioned away from the reach. There is no fill, abutments, piers, or riprap in any of the jurisdictional areas.

Appendix I, Attachment D – Bridge, Waters, and Wetlands Consideration

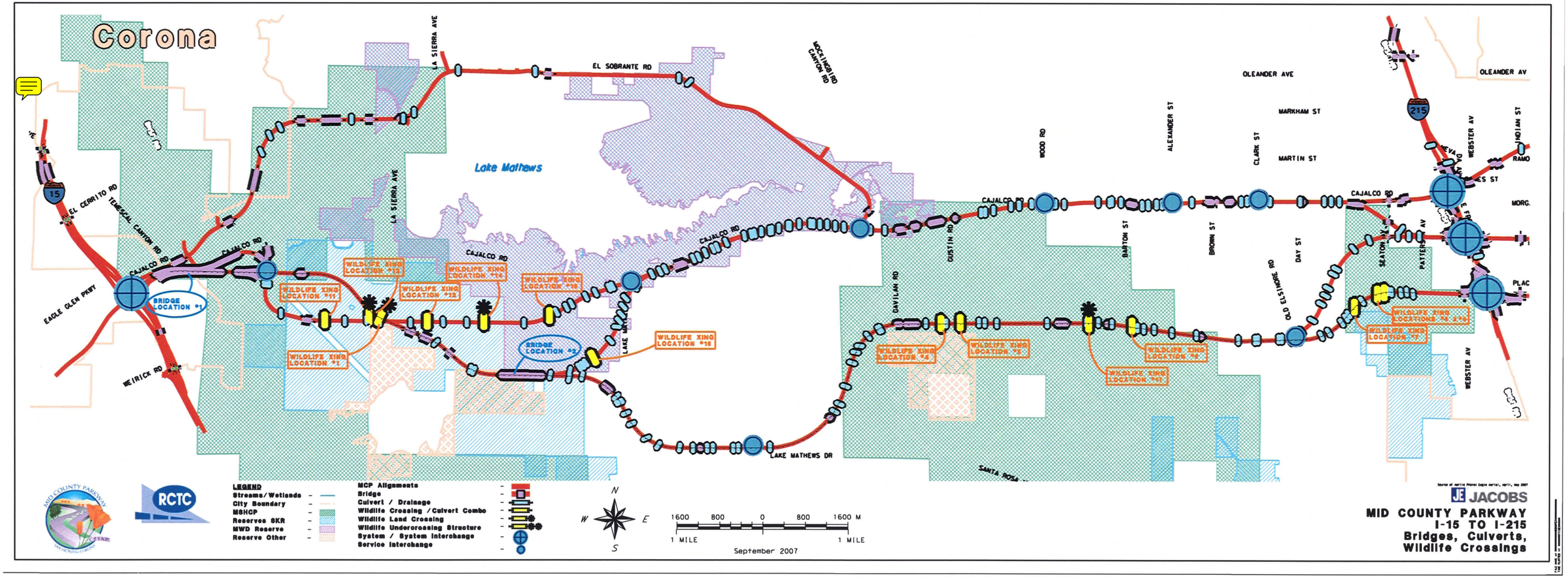
	Bridge Name and Location	Alternative/s	Reach/Drainage System*	Length (m)	Height (m)	Wetland Shading Impact	Positioning Considerations	Impact to Federal and State Jurisdictional Areas
31	**Lake Mathews South, 223+10 to 224+15**	**4, 5**	**Reach 4/DS#47**	102	4-7	HW Ratio = 0.56 Low potential to impact underlying vegetation.	MCP mainline bridge positioned to cross small stream. Bridge crosses jurisdictional areas perpendicularly. Alignment positioned to be on southern edge of Metropolitan Reserve to minimize impacts. Bridge avoids waters and wetlands while ensuring a wildlife corridor. Frontage road bridge crosses jurisdictional areas longitudinally.	Mainline bridges completely avoid wetlands, waters, and CDFG riparian. Pier bents are positioned away from the reach. There is no fill, abutments, piers, or riprap in any of the jurisdictional areas. Frontage road bridge will impact waters/wetlands and CDFG riparian.
32	**Lake Mathews South, 225+70 to 226+45**	**4, 5**	**Reach 4/DS#48**	75	4-7	Does not cross wetland	MCP mainline bridge positioned to cross small stream. Bridge crosses jurisdictional areas perpendicularly. Alignment positioned to be on southern edge of Metropolitan Reserve to minimize impacts. Bridge avoids waters and wetlands while ensuring a wildlife corridor. Frontage road bridge crosses jurisdictional areas longitudinally.	Mainline and frontage road bridges completely avoid wetlands, waters, and CDFG riparian. Pier bents are positioned away from the reach. There is no fill, abutments, piers, or riprap in any of the jurisdictional areas. Frontage road bridge will not impact waters/wetlands and CDFG riparian.
33	**Lake Mathews South, 265+45 to 266+85**	**4, 5**	**Reach 5/DS#52**	140	2-5	HW Ratio = 0.56 Low potential to impact underlying vegetation.	MCP mainline bridge positioned to cross wetlands. Bridge crosses jurisdictional areas perpendicularly. Alignment positioned to be on southern edge of Metropolitan Reserve to minimize impacts.	Mainline bridges impact waters, wetlands, and CDFG riparian. Pier bents must be positioned in jurisdictional areas.
34	**Mead Valley, 271+75 to 274+30**	**4, 5,6,7**	**Reach 5/DS#53**	258	3-10	HW Ratio = 0.56 Low potential to impact underlying vegetation.	MCP mainline bridge positioned to cross stream. Bridge crosses jurisdictional areas perpendicularly. Alignment positioned to allow Cajalco Road to handle local traffic, and MCP is positioned to allow alignment to use southern edge of Metropolitan Reserve to minimize impacts.	Mainline bridges do not impact waters/wetlands and CDFG riparian. Pier bents positioned in jurisdictional areas.
35	**Mead Valley, 268+40 to 269+55**	**4, 5,6,7**	**Reach 5/DS Misc.**	114	3	Does not cross wetland	MCP mainline bridge positioned to cross open channel. Bridge crosses jurisdictional areas. Bridge used instead of embankment to reduce impacts to the wetland area. Bridge length restricted since clearance does not allow deeper stringers.	Mainline bridges do not impact waters, wetlands, and CDFG riparian. Abutments and pier bents positioned outside of jurisdictional areas.
36	**Mead Valley, 294+65 to 295+52**	**4, 5,6,7**	**Reach 5/DS#55**	94	3	HW Ratio = 0.28 High potential to impact underlying vegetation.	MCP mainline bridge positioned to cross low wetland area near Cajalco Creek. Bridge crosses jurisdictional areas. Bridge used instead of embankment to reduce impacts to the wetland area. Bridge length restricted since clearance does not allow deeper stringers.	Mainline bridges do impact waters, wetlands, and CDFG riparian. Abutments and pier bents positioned in jurisdictional areas.
37	**Mead Valley, 309+45 to 310+95**	**4, 5,6,7**	**Reach 5/DS#56**	148	2-7	HW Ratio = 0.56 Low potential to impact underlying vegetation.	MCP mainline bridge positioned to cross Cajalco Creek. Alignment crosses the Creek perpendicularly. No abutments or bridge piers are positioned in the jurisdictional areas.	Mainline bridges do not impact waters/wetlands and CDFG riparian.
38	**Mead Valley, 324+15 to 325+40**	**4, 5,6,7**	**Reach 5/DS#54**	125	9	Does not cross wetland	MCP mainline bridge positioned to cross realigned and channeled Cajalco Creek Bridge. Bridge piers are positioned in the realigned channel. Channel required since Cajalco Creek flows parallel with the mainline MCP.	Mainline bridges do impact waters/wetlands and CDFG riparian. Pier bents are positioned in the realigned channel. Existing Cajalco Creek is channeled.
39	**Wildlife Crossings - Combined wildlife and undercrossing drainage culverts**	**All Alts**	**All are located between I-15 and I-215. Additional crossing between Lakeview Nuevo and San Jacinto**	Varies, 85-125	3–7.7	Not relevant	Selected culverts positioned to carry drainage under MCP have been expanded to provide wildlife crossings. Openings are in excess of 6 m in diameter, providing improved waters benefits from small culverts.	

Source: Jacobs Civil Engineering, 2007.
* Reach/Drainage System = geographic portion of study area, as discussed in the May 2007 (Revised February 2008) MCP Jurisdictional Delineation.
** HW ratio = height to width ratio. The effects on vegetation from shading for MCP were conducted according to San Clements (2003).

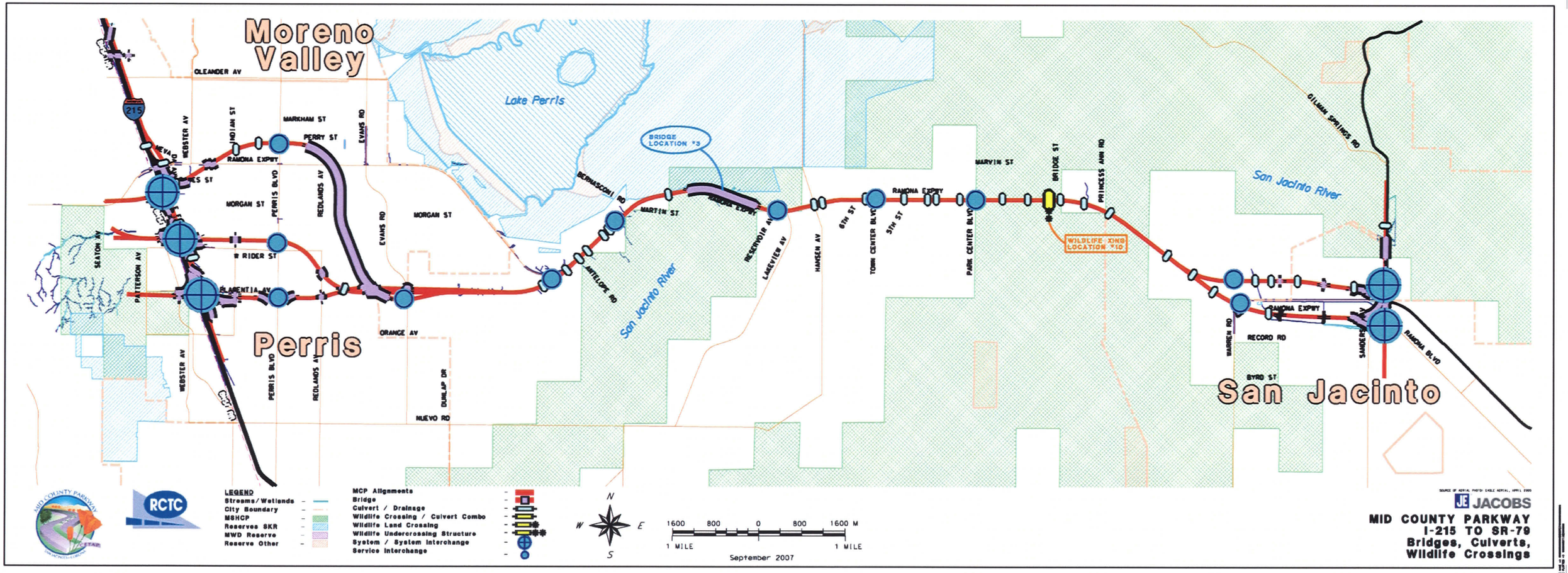
Appendix I, Attachment E – I-15 to I-215 – Bridges, Culverts, Wildlife Crossings

Note: Additional detail can be found in the Mid County Parkway Natural Environment Study (November 2007).

This page intentionally left blank


Corona
Lake Mathews
EL SOBRANTE RD
LA SIERRA AVE
MOCKINGBIRD CANYON RD
CAJALCO RD
EL CERRITO RD
TEMESCAL CANYON RD
EAGLE GLEN PKWY
WEIRICK RD
OLEANDER AVE
MARKHAM ST
MARTIN ST
WOOD RD
ALEXANDER ST
CLARK ST
BARTON ST
BROWN ST
DAY ST
OLD ELSINORE RD
DAVILAR RD
OUSTIN RD
LAKE MATHEWS DR
SANTA ROSA
WEBSTER AV
INDIAN ST
RAMO
MORG.
PLAC
SEATON AV
PATTERSON AV
BRIDGE LOCATION #1
BRIDGE LOCATION #2
WILDLIFE XING LOCATION #1
WILDLIFE XING LOCATION #2
WILDLIFE XING LOCATION #3
WILDLIFE XING LOCATION #4
WILDLIFE XING LOCATION #5
WILDLIFE XING LOCATION #6
WILDLIFE XING LOCATION #7
WILDLIFE XING LOCATION #8
WILDLIFE XING LOCATION #9
WILDLIFE XING LOCATION #10
WILDLIFE XING LOCATION #11
WILDLIFE XING LOCATION #12
WILDLIFE XING LOCATION #13
WILDLIFE XING LOCATION #14
WILDLIFE XING LOCATION #15
WILDLIFE XING LOCATION #16
WILDLIFE XING LOCATION #17
WILDLIFE XING LOCATION #18
WILDLIFE XING LOCATIONS #19 & #20
15
215
LEGEND
Streams/Wetlands
City Boundary
MSHCP
Reserves SKR
MWD Reserve
Reserve Other
MCP Alignments
Bridge
Culvert / Drainage
Wildlife Crossing /Culvert Combo
Wildlife Land Crossing
Wildlife Undercrossing Structure
System / System Interchange
Service Interchange
N
W
E
S
1600 800 0 800 1600 M
1 MILE
1 MILE
September 2007
RCTC
JACOBS
MID COUNTY PARKWAY
I-15 TO I-215
Bridges, Culverts,
Wildlife Crossings

This page intentionally left blank


Moreno Valley
Perris
San Jacinto
Lake Perris
San Jacinto River
OLEANDER AV
MARKHAM ST
PERRY ST
RAMONA EXPWY
MORGAN ST
W RIDER ST
FLORENTIA AV
ORANGE AV
MUEVO RD
EVANS RD
HOLIAN ST
WEBSTER AV
PERRIS BLVD
REDLANDS AV
PATTERSON AV
SEATON AV
BRIDGE LOCATION #3
BERNASCONI RD
MARTIN ST
ANTELOPE RD
RESERVOIR AV
LAKEVIEW AV
HANSEN AV
6TH ST
TOWN CENTER BLVD
5TH ST
PARK CENTER BLVD
MARVIN ST
BRIDGE ST
PRINCESS ANN RD
WILDLIFE XING LOCATION #10
GILMAN SPRINGS RD
WARREN RD
RECORD RD
SANDERS AV
BYRD ST
RAMONA BLVD
215
79
LEGEND
Streams / Wetlands
City Boundary
MSHCP
Reserves SKR
MWD Reserve
Reserve Other
MCP Alignments
Bridge
Culvert / Drainage
Wildlife Crossing / Culvert Combo
Wildlife Land Crossing
Wildlife Undercrossing Structure
System / System Interchange
Service Interchange
N
W
E
S
1600 800 0 800 1600 M
1 MILE
1 MILE
September 2007
JE JACOBS
MID COUNTY PARKWAY
I-215 TO SR-79
Bridges, Culverts,
Wildlife Crossings

This page intentionally left blank

Appendix I, Attachment F – MCP Bridges, Wildlife Crossings, and Combined Wildlife Undercrossings/Drainage Culverts for All Build Alternatives

This page intentionally left blank

Appendix I, Attachment F – MCP Bridges, Wildlife Crossings, and Combined Wildlife Undercrossings/Drainage Culverts for All Build Alternatives

Map Reference	Name and Location Station (Metric)	Type of Crossing	Alternative	Bridge		Wildlife Crossing		Combined Wildlife Crossing/Drainage Culvert				Openness Ratio
				Length (ft)	Height (ft)	Length (ft)	Width (ft)	Length (ft)	Width (ft)	Height (ft)	Area of Opening (ft^2)	
Bridge #1	**Temescal Canyon Viaduct - LMS 114+00, FS 114+00** 106+40 to 118+40	Bridge	4, 5, 9	3,818	20–128	-	-	-	-	-	-	
*	**River Rock Viaduct - LMS 123+00, FS 123+00** 120+45 to 124+55	Bridge	4, 5, 9	1,345	20–105	-	-	-	-	-	-	
*	**Eagle Rock Bridge - LMS 133+00, FS 133+00** 132+20 to 133+52	Bridge	4, 5, 9	446	16–115	-	-	-	-	-	-	
Crossing #1	**WOC 150+70**	Wildlife Overcrossing - Land Crossing	4, 5, 9	-	-	322	79	-	-	-	-	
Crossing #2	**WOC 166+00**	Wildlife Overcrossing - Land Crossing	4, 5, 9	-	-	262	79	-	-	-	-	
Crossing #3	**CUC 173+30**	Combined Wildlife Undercrossing/ Drainage Culvert	4, 5, 9	-	-	-	-	367	25.3	20	419	419/367=1.14
Bridge #2	**South Lake Mathews Viaduct - LMS 182+00, FS 183+40** 179+36 to 187+40	Bridge (different length for Alternatives 4 and 5 = 1,745 ft)	4, 5, 9	2,638	29–76	-	-	-	-	-	-	
*	**Cajalco Canyon Overcrossing - 14+60** 13+85 to 15+45	Bridge	4, 5, 9	394	131							
*	**Descanso Bridge - FS 200+00** 199+06 to 200+91	Bridge	9	607	33–105	-	-	-	-	-	-	
*	**Hadford Bridge - FS 272+20** 271+60 to 272+65	Bridge	9	345	29–52	-	-	-	-	-	-	
*	**Gavilan Viaduct - FS 274+60** 273+30 to 276+00	Bridge	9	847	49–98	-	-	-	-	-	-	
Crossing #4	**CUC 280+27**	Combined Wildlife Undercrossing/ Drainage Culvert	9	-	-	-	-	207	25.3	20	419	419/207=2.02
Crossing #5	**CUC 283+85**	Combined Wildlife Undercrossing/ Drainage Culvert	9	-	-	-	-	285	25.3	20	419	419/285=1.47
*	**FS 302+90** 301+93 to 303+87	Bridge	9	636 m	10–115	-	-	-	-	-	-	
*	**FS 311+60** 311+26 to 311+77	Bridge	9	167	25–53	-	-	-	-	-	-	
Crossing #6	**CUC 316+06**	Combined Wildlife Undercrossing/ Drainage Culvert	9	-	-	-	-	374	25.3	20	419	419/374=1.12
Crossing #7	**CUC 360+41**	Combined Wildlife Undercrossing/ Drainage Culvert	9	-	-	-	-	375	25.3	20	419	419/375=1.12
Crossing #8	**CUC 365+31**	Combined Wildlife Undercrossing / Drainage Culvert	9	-	-	-	-	332	25.3	20	419	419/332=1.26
Crossing #9	**CUC 366+66**	Combined Wildlife Undercrossing / Drainage Culvert	9	-	-	-	-	253	25.3	20	419	419/253=1.66
Bridge #3	**San Jacinto River/Lakeview Nuevo Bridge -** 273+33 to 286+04	Bridge	4, 5, 6, 7, 9	4,171	12–42	-	-	-	-	-	-	
Crossing #10	**WUC 352+00**	Wildlife Undercrossing Structure (height = 10 ft)	9	-	-	164	20	-	-	-	200	200/164=1.22
Crossing #11	**CUC 149+00**	Combined Wildlife Undercrossing / Drainage Culvert	6, 7	-	-	-	-	722	25.3	20	419	
Crossing #12	**WOC 157+60**	Wildlife Overcrossing - Land Crossing	6, 7	-	-	100	78.7	-	-	-	-	
Crossing #13	**CUC 168+15**	Combined Wildlife Undercrossing / Drainage Culvert	6, 7	-	-	-	-	361	25.3	20	419	
Crossing #14	**WOC 178+80**	Wildlife Overcrossing - Land Crossing	6, 7	-	-	100	78.7	-	-	-	-	
Crossing #15	**CUC 193+34**	Combined Wildlife Undercrossing / Drainage Culvert	6, 7	-	-	-	-	394	25.3	20	419	
*	**CUC 197+80**	Combined Wildlife Undercrossing / Drainage Culvert	4, 5	-	-	-	-	295	25.3	20	419	
*	**LMS 222+70**	Bridge	4, 5	259	15	-	-	-	-	-	-	
*	**LMS 223+70**	Bridge	4, 5	335	15	-	-	-	-	-	-	

Appendix I, Attachment F – MCP Bridges, Wildlife Crossings, and Combined Wildlife Undercrossings/Drainage Culverts for All Build Alternatives

Map Reference	Name and Location Station (Metric)	Type of Crossing	Alternative	Bridge		Wildlife Crossing		Combined Wildlife Crossing/Drainage Culvert				Openness Ratio
				Length (ft)	Height (ft)	Length (ft)	Width (ft)	Length (ft)	Width (ft)	Height (ft)	Area of Opening (ft^2)	
*	**LMS 226+10**	Bridge	4, 5	262	13	-	-	-	-	-	-	
*	**LMS 266+20, LMS GP 266+20**	Bridge	4, 5, 6, 7	459	6	-	-	-	-	-	-	
*	**LMS GP 218+00**	Bridge	6, 7	679	15							
*	**MV 269+00**	Bridge	4, 5, 6, 7	367	3	-	-	-	-	-	-	
*	**MV 273+10**	Bridge	4, 5, 6, 7	846	3–10	-	-	-	-	-	-	
*	**LMN GP 108+00**	Bridge	6, 7	721	13							
*	**LMN GP 120+00**	Bridge	6, 7	492	13–26							
*	**LMN GP 130+00**	Bridge	6, 7	1,312	13–52							
*	**LMN GP 146+00**	Bridge	6, 7	492	13							
*	**LMN GP 151+00**	Bridge	6, 7	1,182	13							
*	**LMN GP 158+00**	Bridge	6, 7	475	13–26							
*	**LMN GP 165+00**	Bridge	6, 7	426	6–26							
*	**Temescal Canyon Viaduct - LMS GP 118+00** 106+80 to 124+00	Bridge	6, 7	4,514	26–105							
*	**LMS GP 128+00** 127+20 to 128+80	Bridge	6, 7	564	39–92							
*	**Cajalco Canyon Overcrossing (Estelle Mountain westbound off-ramp) 27+00** 26+80 to 28+20	Bridge	6, 7	459	92							
*	**Cajalco Canyon Overcrossing (Estelle Mountain eastbound on-ramp) 29+00** 26+80 to 31+40	Bridge	6, 7	1,509	92							
*	**LMS GP 145+80**	Bridge	6, 7	497	13–32							

Source: Jacobs Civil Engineering, 2007.

Notes:

* Bridges listed above without a map reference are shown on the map in purple, but not included in the plan and profile detail sheets.
Bridges listed above are in or near existing HCPs or western Riverside County MSHCP and crossing a natural resource.

[1] WOC = Wildlife Overcrossing/Land Crossing
[2] WUC = Wildlife Undercrossing Structure
[3] CUC = Combined Wildlife Undercrossing/Drainage Culvert
[4] Segment name abbreviations used in bridge names: LMS = Lake Mathews South, FS = Far South, LMN GP = Lake Mathews North General Plan, LMS GP = Lake Mathews South General Plan, MV = Mead Valley
[5] Openness Ratio = (Area of Opening)/Length (this is actual area of opening; includes reduction for earthen bottom)
[6] Target Openness Ratio >0.6 (Foster and Humprey, 1995; Reed et al., 1979)
[7] Unobstructed views through and across crossings; fencing between and at ends to prevent end-runs; jump-outs to escape traffic
[8] Wildlife overcrossings conform to recommendations by Jackson and Griffin (1998; 26–656 ft wide) and established crossings in Florida (52.5 ft wide) and elsewhere.
[9] Undercrossings conform to documented usage spacing by deer (1.61–1.77 kilometers apart; Ford 1980; Ward et al., 1980)
[10] Probability of deer use went from 0 to 1 near 16 ft (Haas and Crooks, 1999)
[11] Mountain lion usage of wildlife crossing structures was significantly positively correlated to those used by deer, and mountain lions use underpasses more than overpasses (Glyne and Clevenger, 2001)
[12] Smaller wildlife prefer smaller culverts with smaller openness ratios (Clevenger and Waltho, 1999)
[13] Culverts between 3.3 and 5 ft in diameter will accommodate coyote (Clevenger and Waltho,1999)

ft = feet
ft^2 = square feet
HCPs = Habitat Conservation Plans
m = meters
MCP = Mid County Parkway
MSHCP = Multiple Species Habitat Conservation Plan

Appendix I, Attachment G – Local Circulation Modifications

This page intentionally left blank

Appendix I, Attachment G – Local Circulation Modifications

Street	Limits	Location	Modification	Alternatives	Other
			I-15		
I-15/ Weirick Road IC			SB on-off ramp and NB on-off ramp realigned to allow for collector distributor road system and/or I-15 mainline modifications.	All Build Alternatives and I-15 design variation for all Build Alternatives	
Weirick Road	NB ramp intersection to realigned Knabe Road	Weirick Road crossing of I-15	West of I-15, Weirick Road is realigned to the south to join new traffic circle with Knabe Road, new road by others, and Old Weirick Road. Old Weirick Road is a cul-de-sac at Nob Hill Road.		
Nob Hill Road	At join point to Weirick Road	At join point to Weirick Road, west side of I-15	East of Warren and North of MCP. Left turn will be restricted; only right turn allowed onto Old Weirick Road.	All Build Alternatives and I-15 design variation for all Build Alternatives	
Knabe Road	Weirick Road to Forest Boundary Road	West side of I-15 near Weirick interchange	Existing Knabe Road realigned to the west with a new traffic circle at Knabe Road, Weirick Road, Old Weirick Road, and new road to be built by others.	All Build Alternatives and I-15 design variation for all Build Alternatives	
Glenn Road	South of Bedford Wash to north of Weirick Road	West side of I-15 between Weirick Roads and Cajalco Roads	Portion along west side of I-15 closed; road is a cul-de-sac at two locations adjacent to I-15 modifications.	All Build Alternatives and I-15 design variation for all Build Alternatives	
I-15/Cajalco Road IC			Existing Cajalco Road IC replaced and shifted to the north, new ramps, and new six-lane Cajalco Road Bridge.	All Build Alternatives and I-15 design variation for all Build Alternatives	
Bedford Canyon Road	Georgetown Drive (just north of Cajalco Road) to El Cerrito Road	West side of I-15, near Cajalco Road IC	Realign to the west; and widened to a four-lane facility. Existing facility is a two-lane facility.	I-15 design variation for all Build Alternatives	The Bedford Canyon Road/El Cerrito intersection remains in same location.
	Georgetown Drive (just north of Cajalco Road) to El Cerrito Road	West side of I-15, near Cajalco Road IC	Realign to the west; widened to a four-lane facility. Existing facility is a two-lane facility.	All Build Alternatives	The Bedford Canyon Road/El Cerrito intersection needs to be moved to the west to meet spacing requirements from the El Cerrito SB on- and off-ramps, which will be pushed west due to the collector distributor road.
Newton Street	I-15, west side between Kayne and Liberty (north of Cajalco Road)	West side of I-15, south of El Cerrito Road	Closed at Liberty Avenue; no connection to Liberty Avenue.	I-15 design variation for all Build Alternatives	

Appendix I, Attachment G – Local Circulation Modifications

Street	*Limits*	*Location*	*Modification*	*Alternatives*	*Other*
Newton Street and Case Street	I-15, west side between Kayne and Liberty (north of Cajalco Road)	West side of I-15, south of El Cerrito Road	Join realigned Bedford Canyon Road instead of Liberty Road.	All Build Alternatives	
Layton Street		West side of I-15, south of El Cerrito Road	Joins Bedford Canyon Road; does not directly join El Cerrito Road.	All Build Alternatives	
Liberty Avenue			Closed between Bedford Canyon Road to Layton Street.	All Build Alternatives	
Boyd Avenue	At Bedford Canyon Road join point	West side of I-15, north of Cajalco Road IC	Boyd Avenue connection to Bedford Canyon Road closed east of Orange Street. Access to Bedford Canyon Road via Orange Street.	All Build Alternatives and I-15 design variation for all Build Alternatives	
I-15/El Cerrito Road IC			All ramps realigned to west or east to allow for collector distributor road system and Caltrans standards.	All Build Alternatives	
			NB off- and SB on-ramps removed. NB on- and SB off-ramps realigned.	I-15 design variation for all Build Alternatives	
El Cerrito Road	Frances Street to realigned Bedford Canyon Road	El Cerrito Road at I-15	Widened from Frances Street to realigned Bedford Canyon Road	All Build Alternatives	
	Frances Street to west of SB off-ramp intersection, near realigned Bedford Canyon Road	El Cerrito Road at I-15	Widened from Frances Street to west of SB off-ramp intersection, near realigned Bedford Canyon Road.	I-15 design variation for all Build Alternatives	
Frances Street	At join point with El Cerrito Road	South side of El Cerrito near El Cerrito/I-15 IC, east side of I-15	Frances Street will have a cul-de-sac and will not connect to El Cerrito Road.	All Build Alternatives	
I-15/Ontario Avenue IC			All ramps realigned to west or east to allow for collector distributor road system and Caltrans standards.	All Build Alternatives	
			All ramps reconfigured to add capacity, and Ontario Avenue widened through interchange to California Street.	I-15 design variation for all Build Alternatives	
Ontario Avenue	NB to SB ramp intersection.	Ontario Avenue at I-15	Widened NB to SB ramp intersection.	All Build Alternatives	
	NB ramp intersection to east of California Street	Ontario Avenue at I-15	Widened from NB ramp intersection to east of California Street.	I-15 design variation for all Build Alternatives	
Taber Street (State Street)	East of Compton Street to Dry Gulch Road	West side of I-15 near Ontario Avenue IC	Existing Taber Road realigned to the west from east of Compton Street to Dry Gulch Road (Taber Street becomes State Street).	All Build Alternatives	
Compton Avenue	At join point to Ontario Avenue	West side of I-15 near Ontario Avenue IC	Right-turn pocket from Compton Avenue to Ontario Avenue realigned.	I-15 design variation for all Build Alternatives	

Appendix I, Attachment G – Local Circulation Modifications

Street	Limits	Location	Modification	Alternatives	Other
			I-15 to I-215		
Cajalco Road	La Sierra Avenue and Cajalco Road intersection to west of Lynette Lane (Cajalco Road around Lynette Lane and Holiss Lane remains open for local access); east of Hollis Lane to El Sobrante Road	South of Lake Mathews	A portion of existing Cajalco Road is closed.	Alternatives 6 and 7, Segment LMS GP	
	La Sierra Avenue and Cajalco Road intersection to west of Lynette Lane. Cajalco Road from Lynette Lane area to El Sobrante Road remains open	South of Lake Mathews	A portion of existing Cajalco Road is closed.	Alternative 9, Segment FS	
	Extravaganza Lane to Wood Road	Mead Valley	Existing Cajalco Road realigned to the north from Extravaganza Lane to Wood Road. This portion of Cajalco Road ends at Wood Road.	Alternatives 4, 5, 6, 7, Segment MV	
	Wood Road to Mead Street (east of Alexander Street)	Mead Valley	Existing Cajalco Road removed.	Alternatives 4, 5, 6, 7, Segment MV	
	Mead Street to west of Brown Street	Mead Valley	Cajalco Road realigned to the south.	Alternatives 4, 5, 6, 7, Segment MV	
	Haines Street to west of Clark Street	Mead Valley	Cajalco Road realigned to the south.	Alternatives 4, 5, 6, 7, Segment MV	
	East of Clark Street to Carroll Street	Mead Valley	Cajalco Road realigned to the south.	Alternatives 4, 5, 6, 7, Segment MV	
	East of Seaton Avenue	Mead Valley	Cajalco Road crosses under MCP mainline, remains at existing grade.	Alternative 4, Segment PD	
	At Decker Road, east of Anderson Road	Mead Valley	Cajalco Road crosses under MCP, original grade of Cajalco Road to be depressed to pass under MCP.	Alternative 5, Segment C1	
Lake Mathews Drive	Scenic View Road to Cajalco Road	South/east of Lake Mathews	A portion of existing Lake Mathews Drive is closed and realigned.	Alternatives 4 and 5, Segment LMS	
	200 meters south of Cajalco Road to Cajalco Road	South/east of Lake Mathews	Closed.	Alternatives 6 and 7, Segment LMS GP	
	South of Cajalco Road, near Goldfield Road	South/east of Lake Mathews	Crosses under MCP and interchanges with MCP and Winford Street.	Alternative 9, Segment FS.	
Richey Drive	Portion west of MCP, near Eagle View Road	South/east of Lake Mathews	Closed west of MCP.	Alternatives 4 and 5, Segment LMS	
Grande Vista Avenue	Grande Vista Avenue and Lake Mathews Drive intersection to approximately two blocks east of or 150 meters west of Somma Drive	South/east of Lake Mathews	Portion of Grande Vista closed; new connection, new frontage road, and to realigned Lake Mathews Drive.	Alternatives 4 and 5, Segment LMS	

Appendix I, Attachment G – Local Circulation Modifications

Street	Limits	Location	Modification	Alternatives	Other
Scenic View Road	Scenic View Road and Lake Mathews Drive intersection to the east	South/east of Lake Mathews	Short portion (60 meters) of Scenic View Road closed; new connection to realigned Lake Mathews Drive.	Alternatives 4 and 5, Segment LMS	
Archer Road, Lounsberry Road, and Kirkpatrick Road	South of Cajalco Road to Cajalco Road	South/east of Lake Mathews	Closed. Do not connect to Cajalco Road; connect to new frontage road on south side of MCP.	Alternatives 4, 5, 6, 7, Segments LMS, GP, and LMS	
Gavilan Road	South of Cajalco Road to Cajalco Road	East of El Sobrante Road	Closed with cul-de-sac.	Alternatives 4, 5, 6, 7, Segments LMS, GP, and LMS	
Wood Road	North and south of Cajalco Road	Mead Valley	Interchange with MCP; Wood Road crosses over MCP.	Alternatives 4, 5, 6, 7, Segment MV	
Carpinus Drive	At intersection with Cajalco Road	Mead Valley	Carpinus Road will be a cul-de-sac on both sides of Cajalco Road. Carpinus Drive is currently being constructed by developer.	Alternatives 4, 5, 6, 7, Segment MV	
Barton Street and Una Street	Just south of existing Cajalco Road	Mead Valley	Street terminated with cul-de-sac at MCP, at approximately Souder Street.	Alternatives 4, 5, 6, 7, Segment MV	
Alexander Street	North and south of Cajalco Road (Wells Street to Souder Street)	Mead Valley	Interchange with MCP; Alexander Street crosses under MCP.	Alternatives 4, 5, 6, 7, Segment MV	
Brown Street	North and south of existing Cajalco Road	Mead Valley	Grade separation; Brown Street crosses over MCP.	Alternatives 4, 5, 6, 7, Segment MV	
Haines Street	North of existing Cajalco Road	Mead Valley	Street terminated with cul-de-sac at MCP.	Alternatives 4, 5, 6, 7, Segment MV	
Johnson Avenue	Parallel to Cajalco Road on north side	Mead Valley	Street terminated with cul-de-sac at Clark Street.	Alternatives 4, 5, 6, 7, Segment MV	
Windstone Way	Parallel to Cajalco Road on north side	Mead Valley	Raised median added, right-in and right-out only at Windstone Way and Clark Street.	Alternatives 4, 5, 6, 7, Segment MV	
Clark Street	North and south of Cajalco Road	Mead Valley	Interchange with MCP; Clark Street crosses under MCP.	Alternatives 4, 5, 6, 7, Segment MV	
Robinson Street	North of Cajalco Road	Mead Valley	Street terminated with cul-de-sac at MCP.	Alternatives 4, 5, 6, 7, Segment MV	
Castle Rock Trail	North of Cajalco Road	Mead Valley	North end paved and extended to join Clark Street at Dawes Street.	Alternatives 4, 5, 6, 7, Segment MV	
Decker Road	North side of Cajalco Road, at join point of Cajalco Road and Decker Road	Mead Valley	Street terminated with cul-de-sac at MCP.	Alternatives 4, 6, 7, Segment PD	
Old Cajalco Road	East of Harvill Avenue closed	Mead Valley/I-215	End at Harvill Avenue with cul-de-sac due to EB/SB MCP connector.	Alternative 4, Segment PD	
Patterson Avenue	South of Cajalco Road near I-215	Mead Valley/I-215	To the north, street terminated with cul-de-sac at MCP; to the south, street closed between Rider Street and MCP.	Alternative 5, Segment C1	
	South of Cajalco Road near I-215	Mead Valley/I-215	To the north, street terminated with cul-de-sac at MCP; to the south, street closed between Rider Street and MCP with cul-de-sac.	Alternative 9, Rider design variation, Segment C2	

Appendix I, Attachment G – Local Circulation Modifications

Street	*Limits*	*Location*	*Modification*	*Alternatives*	*Other*
Old Elsinore Road	Near Orange Avenue	Mead Valley	Interchange connection to MCP; Old Elsinore crosses under MCP but remains at current grade.	Alternative 9, base alternative and Rider design variation, Segments C2 and C3	
John Street	Near Orange Avenue	Mead Valley	Street closed at MCP.	Alternative 9, Segments C2 and C3	
Orange Avenue	At Old Elsinore Road	Far South	Orange Avenue (to the north, west of Old Elsinore Road) realigned to the north with new intersection with Old Elsinore Road. Orange Avenue (to the north, east of Old Elsinore Road) closed at ramp; no longer will intersect with Old Elsinore Road. Orange Avenue is discontinuous in this area.	Alternative 9, Segment C2, Rider design variation	
	At Old Elsinore Road	Far South	Orange Avenue (to the north, west of Old Elsinore Road) remains in place with intersection with Old Elsinore Road. Orange Avenue (to the east of Old Elsinore Road), right-in, right-out access only due to close proximity with ramp. Orange Avenue is discontinuous in this area.	Alternative 9, Segment C3	
Headly Road	At MCP west of Campos Road	Far South	Road closed at intersection with MCP.	Alternative 9, Segment FS	
Ellis Road	At MCP west of Campos Road	Far South	Road closed at intersection with MCP.	Alternative 9, Segment FS	
I-15 to I-215 General Plan North					
Cajalco Road	East of Temescal Canyon Road to Eagle Canyon Road	East of I-15, Temescal Wash Area	A portion of existing Cajalco Road is realigned to join Segment LMN GP at Eagle Canyon Road.	Alternatives 6 and 7, Segment LMN GP	
	Cajalco/Grand Oaks intersection	East of I-15/ Cajalco IC	The new alignment and lane geometry require an extension of Grand Oaks.	Alternatives 6 and 7, Segment LMN GP	
	Cajalco/Temescal Canyon intersection	East of I-15/ Cajalco IC	The new alignment and lane geometry require an extension and widening of Temescal Canyon Road.	Alternatives 6 and 7, Segment LMN GP	
General Plan North	STA 100+00 to 128+00	Along the proposed GP North alignment east of the I-15	Remove dirt roads and relocate as necessary to maintain site access.	Alternatives 6 and 7, Segment LMN GP	
	STA 118+20	Along the proposed GP North alignment east of the I-15	Realign River Road to intersect with Segment LMN GP.	Alternatives 6 and 7, Segment LMN GP	
	STA 145+00 to 149+00	Along the proposed GP North alignment east of the I-15	Remove dirt roads and relocate as necessary to maintain site access.	Alternatives 6 and 7, Segment LMN GP	
	STA 154+00 to 162+00	Along the proposed GP North alignment east of the I-15	Remove dirt roads interfering with the new alignment.	Alternatives 6 and 7, Segment LMN GP	
	STA 170+00 to 173+00	Along the proposed GP North alignment east of the I-15	Remove dirt roads interfering with the new alignment.	Alternatives 6 and 7, Segment LMN GP	

Appendix I, Attachment G – Local Circulation Modifications

Street	Limits	Location	Modification	Alternatives	Other
	STA 196+00 to 207+00	Along the proposed GP North alignment east of the I-15	Construction of a parallel access road near the existing El Sobrante alignment.	Alternatives 6 and 7, Segment LMN GP	
	STA 205+00 to 209+00	Along the proposed GP North alignment east of the I-15	Asphalt roads feeding into El Sobrante will be closed within the proposed alignment areas and made into cul-de-sacs outside of the grading limits.	Alternatives 6 and 7, Segment LMN GP	Access to these areas will be maintained through new driveways along GP North
	STA 211+00 to 217+00	Along the proposed GP North alignment east of the I-15	Construction of a parallel access road near the existing El Sobrante alignment to provide continuing access to local facilities.	Alternatives 6 and 7, Segment LMN GP	Access to these areas will be maintained through new driveways along GP North
	Palm Drive to STA 258+00	Parallel proposed GP North alignment east of the I-15	Dirt road running parallel to alignment and crossing inside of grading limits will be closed.	Alternatives 6 and 7, Segment LMN GP	
Eagle Canyon Road	Cajalco Road to Tin Mine Road (roughly STA 128+00 on the new alignment)	Between I-15 and I-215	The road will be closed and removed in this section.	Alternatives 6 and 7, Segment LMN GP	
La Sierra	LMN GP STA 165+00 to177+00	Along the proposed GPN alignment, east of the I-15, northwest of Lake Mathews	The road will be realigned to intersect with Segment LMN GP.	Alternatives 6 and 7, Segment LMN GP	La Sierra to the South of Segment LMN GP to Cajalco Road will no longer function as an arterial due to LMN GP, but will serve local traffic as a local street.
	LMN GP STA 171+30	Along the proposed GPN alignment, east of the I-15, northwest of Lake Mathews	The road will be realigned to intersect with Segment LMN GP.	Alternatives 6 and 7, Segment LMN GP	La Sierra to the north of Segment LMN GP to SR-91 will continue to function as an arterial roadway.
El Sobrante Road	From La Sierra to the end of proposed Cajalco alignment	Between I-15 and I-215	The road will be closed and removed to be replaced by proposed GP North.	Alternatives 6 and 7, Segment LMN GP	Access roads once connecting to El Sobrante will now be modified to connect to GP North as necessary.
Palm Drive	Palm Drive/El Sobrante intersection	Palm Drive/El Sobrante intersection	To be removed and replaced with new intersection with GP North.	Alternatives 6 and 7, Segment LMN GP	
Lockwood Road	Lockwood/El Sobrante intersection	Lockwood/El Sobrante intersection	To be removed. Access to the area will be provided by Wood Lane intersection.	Alternatives 6 and 7, Segment LMN GP	

Appendix I, Attachment G – Local Circulation Modifications

Street	Limits	Location	Modification	Alternatives	Other
Wood Lane	Wood Lane/El Sobrante intersection	Wood Lane/El Sobrante intersection	To be removed and replaced with new intersection with GP North.	Alternatives 6 and 7, Segment LMN GP	
Mockingbird Canyon Road	Mockingbird Canyon/El Sobrante intersection	Mockingbird Canyon/El Sobrante intersection	Intersection will be closed, and Mockingbird Canyon will be extended to meet proposed GP North.	Alternatives 6 and 7, Segment LMN GP	
MCP for Perris Drain Alternative					
North Webster Avenue		East of MCP/I-215 Interchange, and north of MCP	Place cul-de-sac to close off Webster Avenue at MCP ROW line.	Alternatives 4, 6	
		East of MCP/I-215 Interchange, and south of MCP	Retaining wall runs perpendicular to Webster Avenue, cutting off through traffic.	Alternatives 4, 6	
Western Way	From Oleander Avenue IC to Oleander Avenue	East of Oleander Avenue IC and west of Patterson Avenue	Bridge over Western Way was added to keep local through traffic open.	Alternatives 4, 6	
West Morgan Street		East of I-215 and south of MCP/I-215 IC	Place cul-de-sac to close off Morgan Street at MCP ROW line.	Alternatives 4, 6	
Cajalco Road		West of MCP/I-215 IC and south of MCP	Place T-intersection at Cajalco Road and Harvill Avenue.	Alternatives 4, 5, 6, 7	
East Frontage Road	From West Rider Street to Water Avenue	East of I-215 at Placentia Avenue IC	Realign Frontage Road to provide standard intersection spacing.	Alternatives 4, 5, 6, 7	
Decker Road		West of Seaton Avenue and north of MCP	Place cul-de-sac to close off Decker Road at MCP ROW line.	Alternatives 4, 5, 6, 7	
Indian Avenue		West of Barrett Avenue and north of MCP	Place cul-de-sac to close off Indian Avenue at MCP ROW line.	Alternatives 4, 6	
		West of Barrett Avenue and south of MCP	Place knuckle at Indian Avenue and Street A intersection.	Alternatives 4, 6	
West Perry Street	East of Indian Avenue to Barrett Avenue	North of MCP near Perris IC	Realign to Barrett Avenue to allow access to local streets.	Alternatives 4, 6	
Barrett Avenue		West of Perris Boulevard and north of MCP	Realigned with knuckle to West Perry Street to allow access to local streets.	Alternatives 4, 6	
		West of Perris Boulevard and south of MCP	Place cul-de-sac to close off Barrett Avenue at MCP ROW line.	Alternatives 4, 6	
Street A	Indian Avenue to Perris Boulevard	North of Ramona Expressway and south of MCP	Place cul-de-sac at Perris Boulevard and a knuckle at Street A and Indian Avenue intersection.	Alternatives 4, 6	
Toliver Road		East of Evans Road IC and south of MCP	Place cul-de-sac to close off Toliver Road at MCP ROW line.	Alternatives 4, 6	
El Nido Avenue		East of Evans Road IC and north of MCP	Place cul-de-sac to close off El Nido Avenue at MCP ROW line.	Alternatives 4, 6	

Appendix I, Attachment G – Local Circulation Modifications

Street	Limits	Location	Modification	Alternatives	Other
		East of Evans Road IC and south of MCP	Place cul-de-sac to close off El Nido Avenue at MCP ROW line.	Alternatives 4, 6	
Eureka Street		East of El Nido Avenue and north of MCP	Place cul-de-sac to close off Eureka Street at MCP ROW line.	Alternatives 4, 6	
Evans Road		North of Evans/MCP IC	Place cul-de-sac to close off Russo Road at MCP ROW line.	Alternatives 4, 6	
Russo Road		West of Evans Road and south of MCP	Place cul-de-sac to close off Russo Road at MCP ROW line.	Alternatives 4, 6	
MCP for Rider Alternative					
Patterson Avenue		West of Harvill Avenue and north of MCP	Place cul-de-sac to close off Patterson Avenue at MCP ROW line.	Alternatives 5, 7	
		West of Harvill Avenue and south of MCP	Place cul-de-sac to close off Patterson Avenue at MCP ROW line.	Alternatives 5, 7	
East Frontage Road		East of I-215 and south of MCP	Place cul-de-sac to close off East Frontage Road at MCP ROW line.	Alternatives 5, 7	
	From West Rider Street to Water Avenue	East of I-215 and south of MCP	Realign Frontage Road, to provide standard intersection spacing.	Alternatives 5, 7	
North Webster Avenue		East of I-215 and north of MCP	Place cul-de-sac to close off Webster Avenue at MCP ROW line.	Alternatives 5, 7	
East Rider Street		West of Perris Boulevard IC, south of MCP	Place cul-de-sac to close off Rider Street at MCP ROW line.	Alternatives 5, 7	
		East of Perris Boulevard IC, north of MCP	Place cul-de-sac to close off Rider Street at MCP ROW line.	Alternatives 5, 7	
Sinclair Street		West of Perris Boulevard IC, north of MCP	Move the Sinclair Street/Perris Boulevard intersection to the north.	Alternatives 5, 7	
		East of Perris Boulevard IC, north of MCP	Place cul-de-sac to close off Sinclair Street at MCP ROW line.	Alternatives 5, 7	
Placentia Avenue		South of MCP, west of Murrieta Road	T-intersection at Placentia Avenue and Wilson Avenue intersection.	Alternatives 5, 7	
Toliver Road		East of Evans Road IC and south of MCP	Place cul-de-sac to close off Toliver Road at MCP ROW line.	Alternatives 5, 7, 9	
		West of Evans Road IC and South of MCP	Place cul-de-sac to close off Toliver Road at MCP ROW line.	Alternatives 5, 7, 9	
El Nido Avenue		East of Evans Road IC and north of MCP	Place cul-de-sac to close off El Nido Avenue at MCP ROW line.	Alternatives 5, 7, 9	
		East of Evans Road IC and south of MCP	Place cul-de-sac to close off El Nido Avenue at MCP ROW line.	Alternatives 5, 7, 9	
Eureka Street		East of El Nido Avenue and north of MCP	Place cul-de-sac to close off Eureka Street at MCP ROW line.	Alternatives 5, 7, 9	

Appendix I, Attachment G – Local Circulation Modifications

Street	Limits	Location	Modification	Alternatives	Other
		East of El Nido Avenue and south of MCP	Place cul-de-sac to close off Eureka Street at MCP ROW line.	Alternatives 5, 7, 9	
Evans Road		East of Evans Road IC, north of MCP	Place cul-de-sac to close off Evans Road at MCP ROW line.	Alternatives 5, 7, 9	
Murrieta Road		West of Perris Valley Storm Drain, north of MCP	Place cul-de-sac to close off Murrieta Road at MCP ROW line.	Alternatives 5, 7, 9	
		West of Perris Valley Storm Drain, south of MCP	Place cul-de-sac to close off Murrieta Road at MCP ROW line.	Alternatives 5, 7, 9	
Russo Road		West of Evans Road IC and south of MCP	Place cul-de-sac to close off Russo Road at MCP ROW line.	Alternatives 5, 7, 9	
MCP for Placentia Perris Alternative (Elevated)					
Walnut Street		Northeast of MCP/I-215 Interchange	Realign to the north in order to intersect Rider Street away from I-215 ROW.	Alternative 9	
Nevada Avenue		East of I-215 north of Rider	Place elbow at Nevada Avenue/Morgan Street intersection.	Alternative 9	
East Frontage Road		East of I-215 at Indian Avenue intersection	Merge Frontage Road to Indian Avenue to help keep out of I-215 ROW line.	Alternative 9	
West Rider Street		East of I-215 and north of Walnut Street	Place cul-de-sac to close off West Rider Street at I-215 ROW line.	Alternative 9	
Water Avenue		East of I-215 and south of MCP	Place cul-de-sac to close off Water Avenue at I-215 ROW line.	Alternative 9	
Orange Avenue		East of I-215 and south of Water Avenue	Place cul-de-sac to close off Orange Avenue at I-215 ROW line.	Alternative 9	
West Frontage Road		West of I-215, east of Rail Road, and south of MCP	Place cul-de-sac to close off Frontage Road at I-215 ROW line.	Alternative 9	
Tobacco Road		West of Harvill Avenue and south of MCP	Place cul-de-sac to close off Tobacco Road at MCP ROW line.	Alternative 9	
East Frontage Road		East of I-215 and north of MCP	Place cul-de-sac to close off Frontage Road at MCP ROW line.	Alternative 9	
		East of I-215 and north of Walnut Street	East Frontage Road realigned to West Rider Street.	Alternative 9	
Susan Lane		East of Frontage Road and north of MCP	Place cul-de-sac to close off Susan Lane at MCP ROW line.	Alternative 9	
Barrett Avenue		West of Perris Boulevard, south of MCP	Place cul-de-sac to close off Barrett Avenue at MCP ROW line.	Alternative 9	
		West of Perris Boulevard, north of MCP	Place T-intersection at Barrett Avenue and Placentia Avenue intersection.	Alternative 9	

Appendix I, Attachment G – Local Circulation Modifications

Street	Limits	Location	Modification	Alternatives	Other
Genuine Risk Street		East of Perris Boulevard, south of MCP	Place cul-de-sac to close off Genuine Risk Street at MCP ROW line.	Alternative 9	
Riva Ridge Street		East of Genuine Risk Street, south of MCP	Place cul-de-sac to close off Riva Ridge Street at MCP ROW line.	Alternative 9	
Spectacular Bid Street		West of Redlands Avenue, south of MCP	Place 90-degree elbow at Spectacular Bid Street and Count Turf Street at MCP ROW line.	Alternative 9	
Placentia Avenue		South of MCP at Wilson Avenue intersection	T-intersection to close off Placentia Avenue at MCP ROW line.	Alternatives 5, 7, 9	
		South of MCP	Place Knuckle at Placentia Avenue/Russo Road intersection.	Alternative 9	
		East of Evans Road, south of MCP	Place cul-de-sac to close off Placentia Avenue at MCP ROW line.	Alternative 9	
Murrieta Road		West of Perris Valley Storm Drain, south of MCP	Place cul-de-sac to close off Murrieta Road at MCP ROW line.	Alternatives 5, 7, 9	
Evans Road		East of Evans Road interchange, north of MCP	Place cul-de-sac to close off Evans Road at MCP ROW line.	Alternatives 5, 7, 9	
El Nido Avenue		East of Evans Road interchange and north of MCP	Place cul-de-sac to close off El Nido Avenue at MCP ROW line.	Alternatives 5, 7, 9	
		East of Evans Road interchange and south of MCP	T-intersection at El Nido Avenue/Placentia Avenue to close off El Nido Avenue at MCP ROW line.	Alternatives 5, 7, 9	
Eureka Street		East of El Nido Avenue and north of MCP	Place cul-de-sac to close off Eureka Street at MCP ROW line.	Alternatives 5, 7, 9	
		East of El Nido Avenue and south of MCP	T-intersection at Eureka Street/Placentia Avenue to close off Eureka Street at MCP ROW line.	Alternatives 5, 7, 9	
I-215 & MCP for Placentia Perris Alternative (Depressed)					
East Frontage Road		East of I-215 at Indian Avenue intersection	Merge Frontage Road to Indian Avenue to help keep out of I-215 ROW line.	Alternative 9	
Water Avenue		East of I-215 and south of MCP	Place cul-de-sac to close off Water Avenue at I-215 ROW line.	Alternative 9	
Orange Avenue		East of I-215 and south of Water Avenue	Place cul-de-sac to close off Orange Avenue at I-215 ROW line.	Alternative 9	
West Frontage Road		West of I-215, east of Rail Road, and south of MCP	Place cul-de-sac to close off Frontage Road at I-215 ROW line.	Alternative 9	
Tobacco Road		West of Harvill Avenue and south of MCP	Place cul-de-sac to close off Tobacco Road at MCP ROW line.	Alternative 9	

Appendix I, Attachment G – Local Circulation Modifications

Street	Limits	Location	Modification	Alternatives	Other
East Frontage Road		East of I-215 and north of MCP	Place cul-de-sac to close off Frontage Road at MCP ROW line.	Alternative 9	
West Rider Street		East of I-215 and north of Walnut Street	Place cul-de-sac to close off West Rider Street and I-215 ROW line.	Alternative 9	
East Frontage Road		East of I-215 and north of Walnut Street	East Frontage Road realigned to West Rider Street.	Alternative 9	
Susan Lane		East of Frontage Road and north of MCP	Place cul-de-sac to close off Susan Lane at MCP ROW line.	Alternative 9	
Barrett Avenue		West of Perris Boulevard, south of MCP	Place cul-de-sac to close off Barrett Avenue at MCP ROW line.	Alternative 9	
		West of Perris Boulevard, north of MCP	Place T-Intersection at Barrett Avenue and Placentia Avenue intersection.	Alternative 9	
Genuine Risk Street		East of Perris Boulevard, south of MCP	Place cul-de-sac to close off Genuine Risk Street at MCP ROW line.	Alternative 9	
Riva Ridge Street		East of Genuine Risk Street, south of MCP	Place cul-de-sac to close off Riva Ridge Street at MCP ROW line.	Alternative 9	
Spectacular Bid Street		West of Redlands Avenue, south of MCP	Place 90-degree elbow at Spectacular Bid Street and Count Turf Street at MCP ROW line.	Alternative 9	
Wilson Avenue		East of Redlands Avenue, north of MCP	Place cul-de-sac to close off Wilson Avenue at MCP ROW line.	Alternatives 5, 7, 9	
		East of Redlands Avenue, south of MCP	Place 90-degree elbow at West Placentia Avenue and Wilson Avenue at MCP ROW line.	Alternatives 5, 7, 9	
Placentia Avenue		South of MCP	Place 90-degree elbow at Placentia Avenue/Russo Road intersection.	Alternative 9	
		East of Evans Road, south of MCP	Place cul-de-sac to close off Placentia Avenue at MCP ROW line.	Alternative 9	
El Nido Avenue		East of Evans Road IC and north of MCP	Place cul-de-sac to close off El Nido Avenue at MCP ROW line.	Alternatives 5, 7, 9	
		East of Evans Road IC and south of MCP	Place T-intersection at West Placentia Avenue and El Nido Avenue at MCP ROW line.	Alternatives 5, 7, 9	
Eureka Street		East of El Nido Avenue and north of MCP	Place cul-de-sac to close off Eureka Street at MCP ROW line.	Alternatives 5, 7, 9	
		East of El Nido Avenue and south of MCP	Place T-intersection at Eureka Street and west Placentia Avenue at MCP ROW line.	Alternatives 5, 7, 9	
Evans Road		East of Evans Road IC, north of MCP	Place cul-de-sac to close off Evans Road at MCP ROW line.	Alternatives 5, 7, 9	

Appendix I, Attachment G – Local Circulation Modifications

Street	Limits	Location	Modification	Alternatives	Other
I-215 to SR-79 for San Jacinto Alternative					
Reservoir Avenue		East of Reservoir Road IC, south of MCP	Realign to the south to keep away from MCP ROW line.	All Build Alternatives	
		South of MCP	Realign slightly to the south to keep away from MCP grading limits.	All Build Alternatives	
Sixth Street		West of Town Center Boulevard IC, south of MCP	Place cul-de-sac to close off Sixth Street at MCP ROW line.	All Build Alternatives	
Drive Way		East of Town Center Boulevard IC, north of MCP	Place cul-de-sac to close off Drive Way at MCP ROW line.	All Build Alternatives	
Fifth Street		East of Town Center Boulevard IC, north of MCP	Place cul-de-sac to close off Fifth Street at MCP ROW line.	All Build Alternatives	
		East of Town Center Boulevard IC, south of MCP	Place cul-de-sac to close off Fifth Street at MCP ROW line.	All Build Alternatives	
Fourth Street		East of Fifth Street, north of MCP	Place cul-de-sac to close off Fourth Street at MCP ROW line.	All Build Alternatives	
		East of Fifth Street, south of MCP	Place cul-de-sac to close off Fourth Street at MCP ROW line.	All Build Alternatives	
Street D		West of Reservoir Road, south of MCP	Place cul-de-sac to close off Street D at MCP ROW line.	All Build Alternatives	
Street E		West of Reservoir Road, south of MCP	Place cul-de-sac to close off Street E at MCP ROW line.	All Build Alternatives	
Reservoir Road		West of Park Center Boulevard IC, south of MCP	Place cul-de-sac to close off Reservoir Road at MCP ROW line.	All Build Alternatives	
		West of Park Center Boulevard IC, north of MCP	Place cul-de-sac to close off Reservoir Road at MCP ROW line.	All Build Alternatives	
Second Street		East of Park Center Boulevard IC, north of MCP	Place cul-de-sac to close off Second Street at MCP ROW line.	All Build Alternatives	
First Street		East of Second Street, and north of MCP	Place cul-de-sac to close off First Street at MCP ROW line.	All Build Alternatives	
		East of Second Street, south of MCP	Place cul-de-sac to close off First Street at MCP ROW line.	All Build Alternatives	
Bridge Street		East of First Street, north of MCP	Place cul-de-sac to close off Bridge Street at MCP ROW line.	All Build Alternatives	
Ramona Expressway	Warren Road to Odell Avenue	East of Warren Road IC, north of MCP	Realign to the north to maintain intersection spacing.	DVSR79	

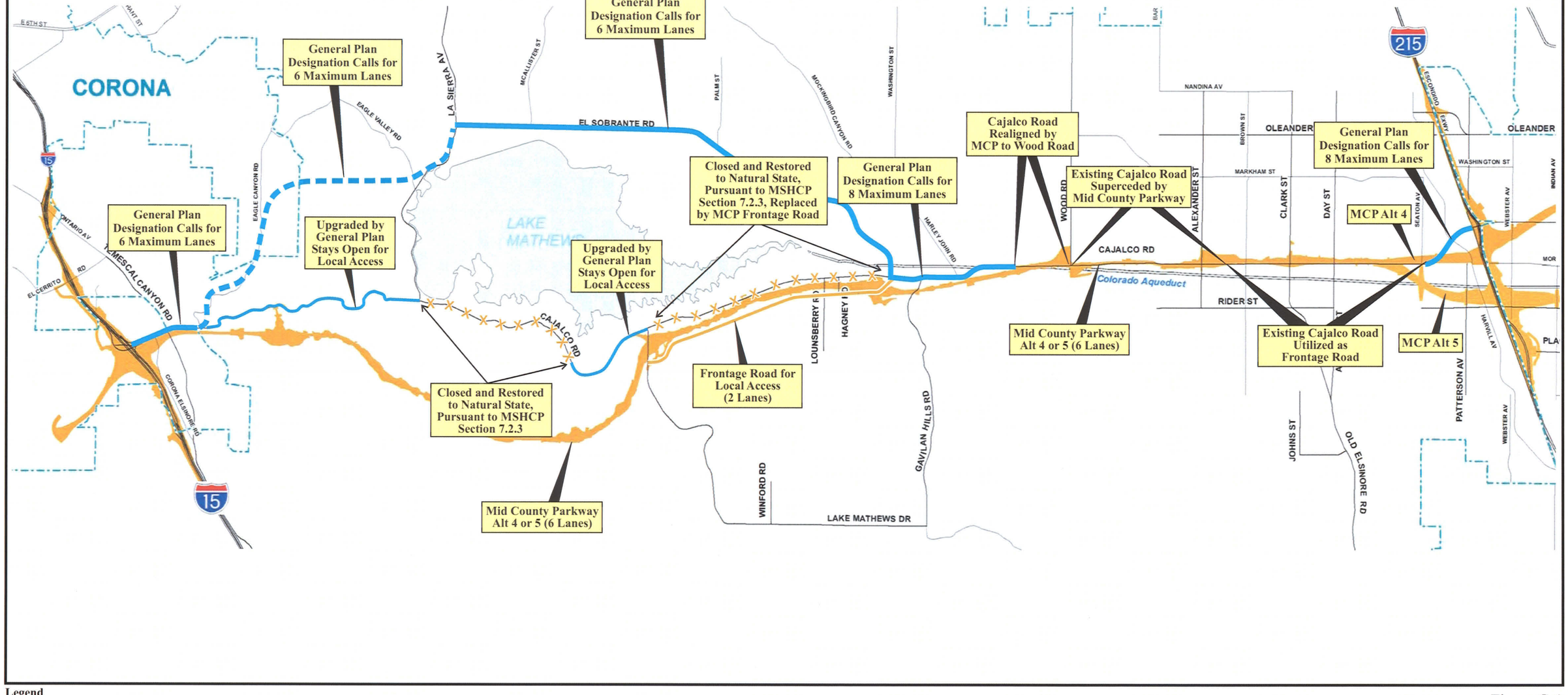
Appendix I, Attachment G – Local Circulation Modifications

Street	Limits	Location	Modification	Alternatives	Other
SR-79 for San Jacinto Alternative					
Sanderson Avenue		West of SR-79, south of Ramona Expressway	Realign Sanderson Avenue to the west for it to go straight toward north.	DVSR79	
Ramona Expressway		East of Warren, north of MCP	Realign Ramona Expressway to the north to provide intersection spacing at Ramona Expressway/Warren intersection.	DVSR79	
SR-79 for San Jacinto North Alternative					
Sanderson Avenue		West of SR-79, south of Ramona Expressway	Realign Sanderson Avenue to the west for it to go straight toward north.	All Build Alternatives	
Ramona Boulevard		East of SR-79, south of MCP	Place cul-de-sac to close off Ramona Boulevard at MCP ROW line.	All Build Alternatives	
Ramona Expressway	West of Warren Road to east of SR-79	South of MCP	Realign Ramona Expressway to the north to merge in with MCP.	All Build Alternatives	

Source: Jacobs Civil Engineering, 2007.

EB = eastbound
IC = interchange
MCP = Mid County Parkway
NB = northbound
ROW = right of way
SB = southbound
WB = westbound

This page intentionally left blank



Legend

- MCP Project
- Proposed Arterial Improvements by Other Agencies
- Proposed New Roads by Other Agencies
- XXXX Section of Cajalco Road Closed Pursuant to MSHCP Section 7.2.3

0 0.5 1 2 Miles

0 0.805 1.61 3.22 Kilometers

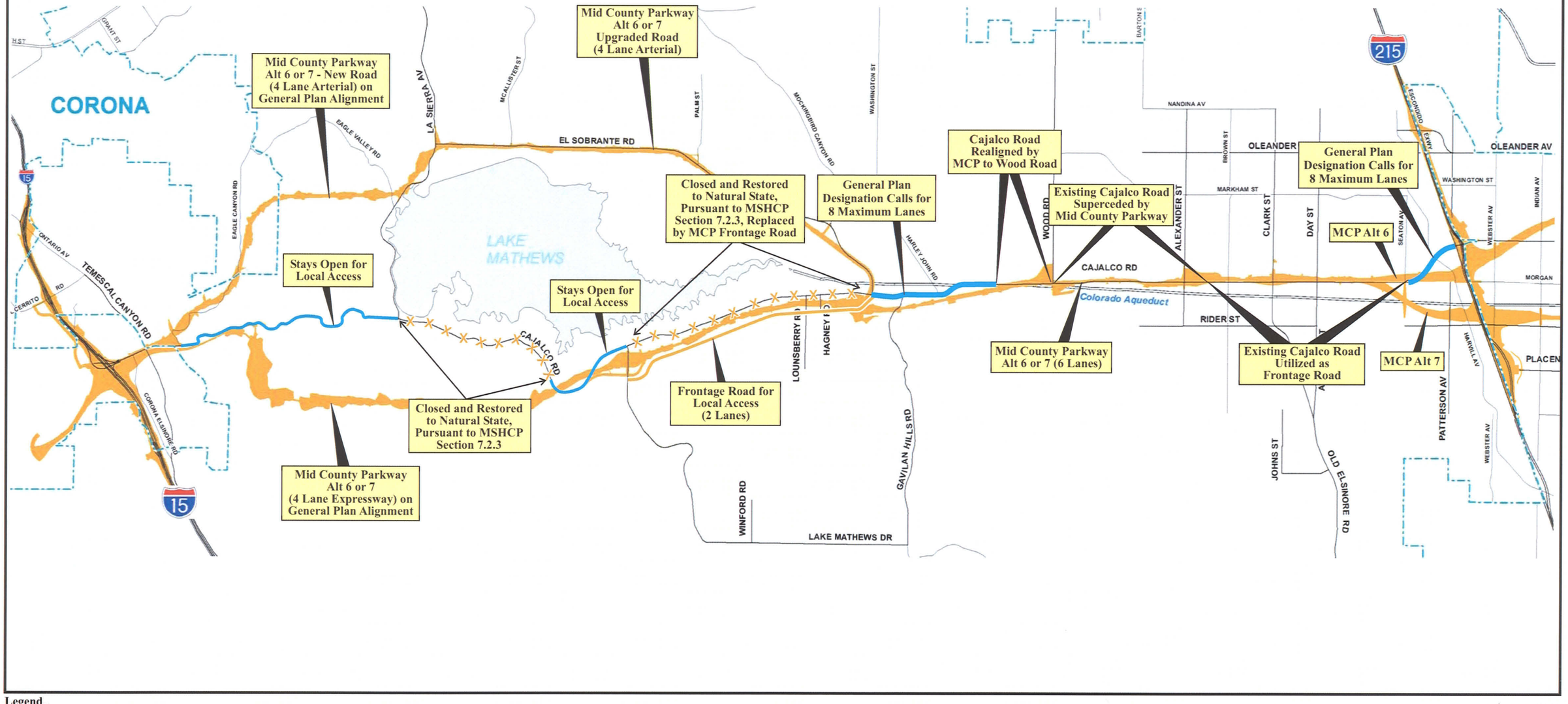
Figure G-1

Alternatives 4 and 5 and Major West-East General Plan Roads
I-15 to I-215

KP0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\G\East-West_Roads&Alts\Alts 4&5-15-215.cdr (8/12/08)

This page intentionally left blank



Legend

- MCP Project
- Proposed Arterial Improvements by Other Agencies
- Proposed New Roads by Other Agencies
- XXXX Section of Cajalco Road Closed Pursuant to MSHCP Section 7.2.3

0 0.5 1 2 Miles

0 0.805 1.61 3.22 Kilometers

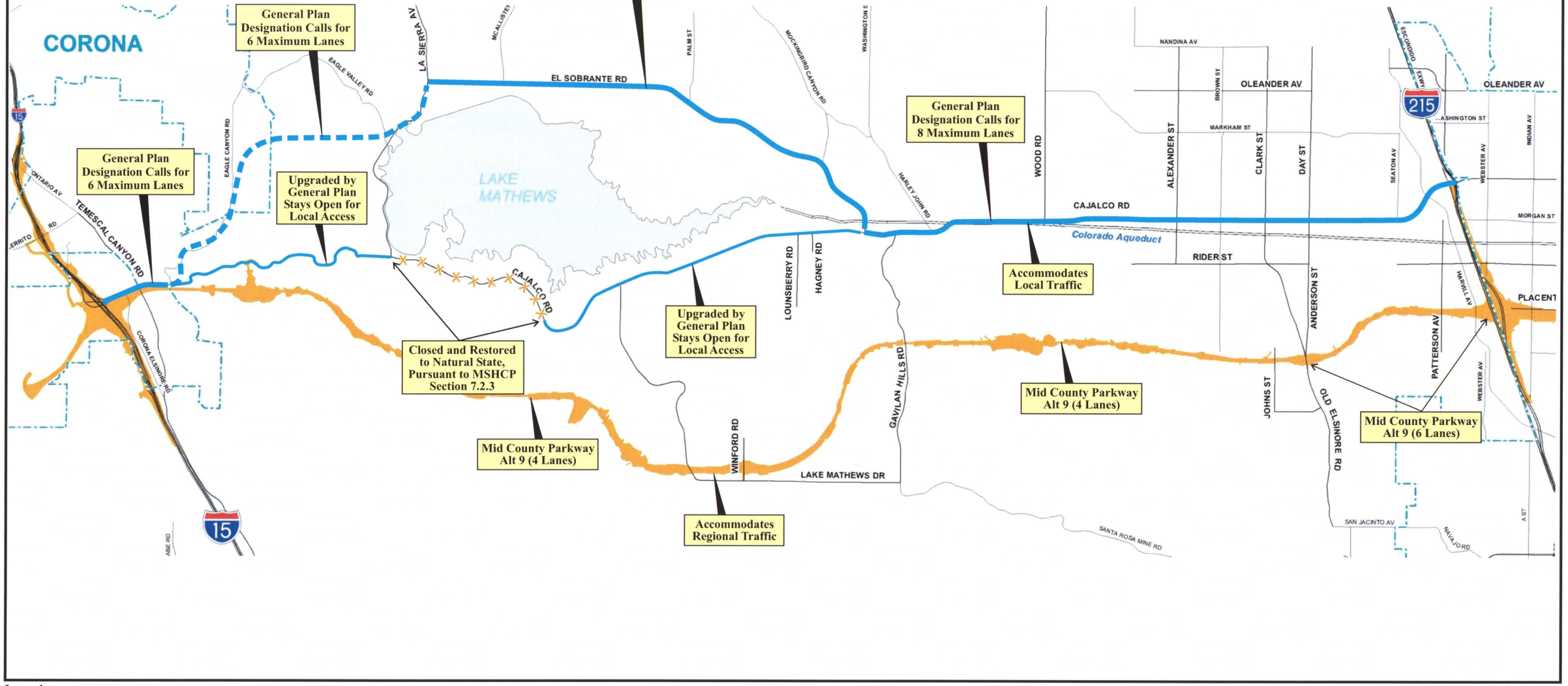
Figure G-2

Alternatives 6 and 7 and Major West-East General Plan Roads
I-15 to I-215

KP0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\G\East-West_Roads&Alts\Alts 6&7-15-215.cdr (8/12/08)

This page intentionally left blank



Legend

- MCP Project
- Proposed Arterial Improvements by Other Agencies
- Proposed New Roads by Other Agencies
- XXXX Section of Cajalco Road Closed Pursuant to MSHCP Section 7.2.3

0 0.5 1 2 Miles

0 0.805 1.61 3.22 Kilometers

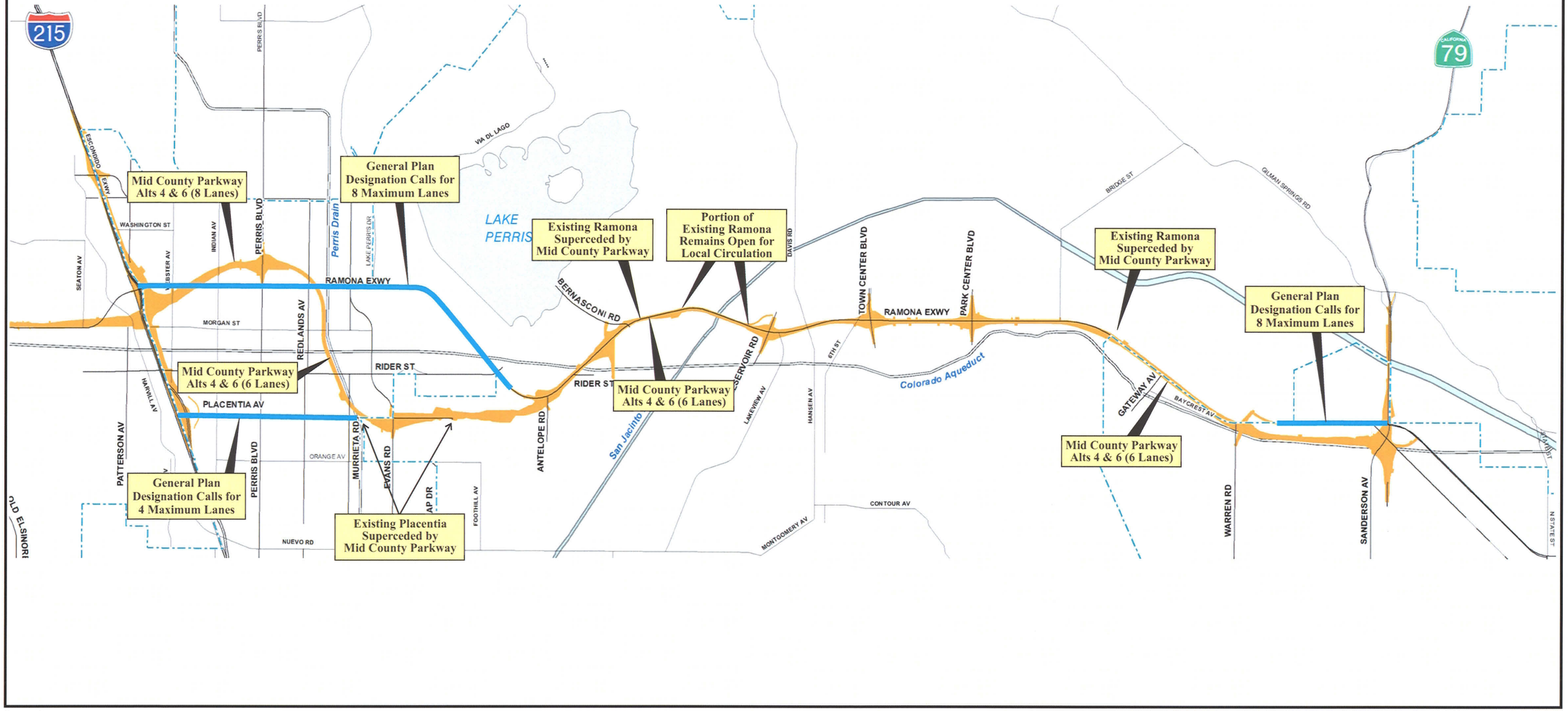
Figure G-3

Alternative 9 and Major West-East General Plan Roads
I-15 to I-215

KP0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\G\East-West_Roads&Alts\Alt 9-15-215.cdr (8/12/08)

This page intentionally left blank



Legend

- MCP Project
- Proposed Arterial Improvements by Other Agencies

Figure G-4

0 0.5 1 2 Miles

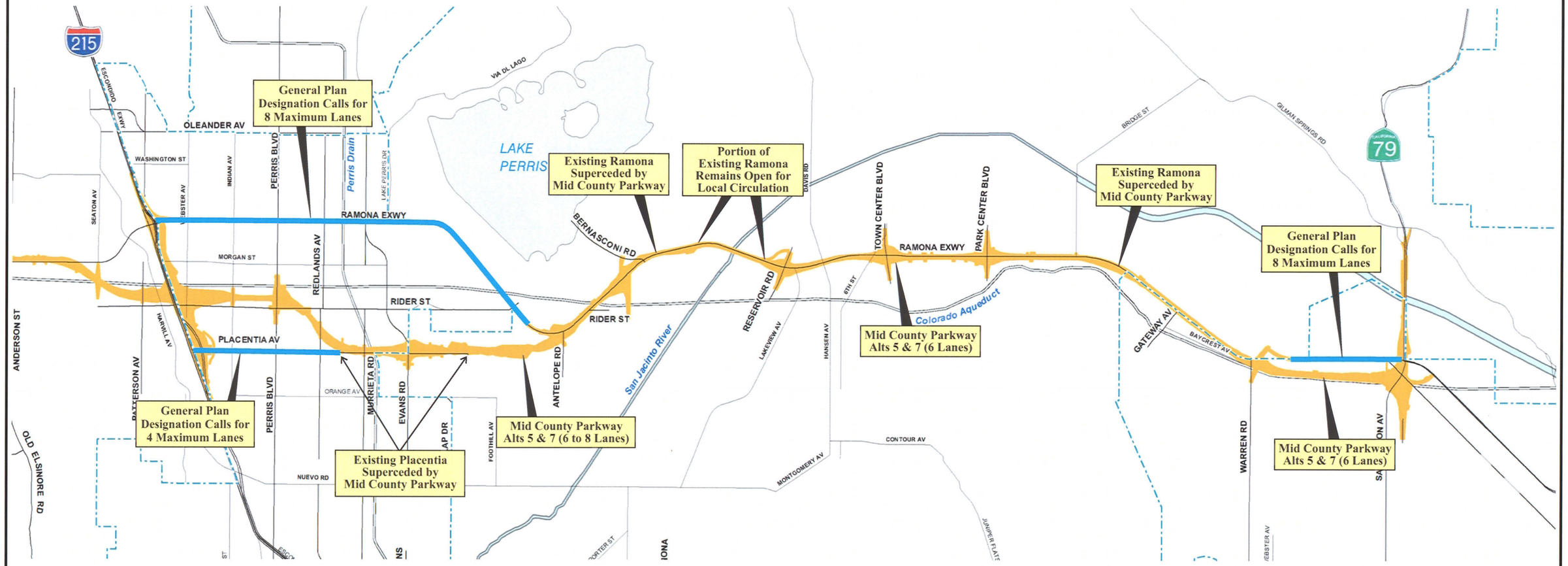
0 0.805 1.61 3.22 Kilometers

Alternative 4 and 6 and Major West-East General Plan Roads
I-215 to SR-79

KP0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\G\East-West_Roads&Alts\Alt 4&6-215-79.cdr (8/12/08)

This page intentionally left blank



Legend

- MCP Project
- Proposed Arterial Improvements by Other Agencies

Figure G-5

0 0.5 1 2 Miles

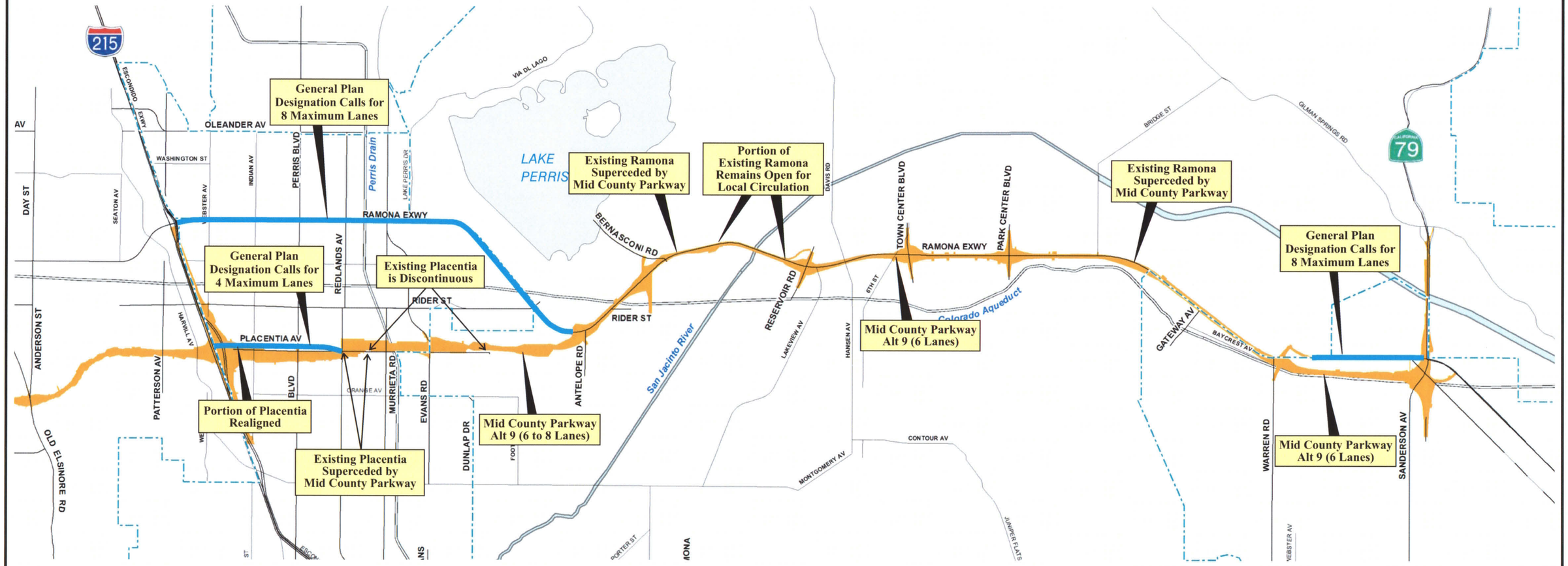
0 0.805 1.61 3.22 Kilometers

Alternative 5 and 7 and Major West-East General Plan Roads
I-215 to SR-79

KP0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\G\East-West_Roads&Alts\Alt 5&7-215-79.cdr (8/12/08)

This page intentionally left blank



Legend

- MCP Project
- Proposed Arterial Improvements by Other Agencies

Figure G-6

0 0.5 1 2 Miles

0 0.805 1.61 3.22 Kilometers

Alternative 9 and Major West-East General Plan Roads
I-215 to SR-79

KP0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\G\East-West_Roads&Alts\Alt 9-215-79.cdr (8/12/08)

This page intentionally left blank

Appendix J Supplemental Chapter 5 Attachments

Attachment 1: Notice of Preparation (NOP) Supplemental NOP, and Notice of Intent (NOI)

Attachment 2: Agency Correspondence Letters and/or Meeting Summaries

Attachment 3: Response Letters on NOP

Attachment 4: Response Letters on Supplemental NOP

Attachment 5: Response Letters on NOI

Attachment 6: Newsletters

Attachment 7: Native American Heritage Commission (NAHC) Correspondence

This page intentionally left blank

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT STATEMENT AND ENVIRONMENTAL IMPACT REPORT FOR THE MID COUNTY PARKWAY PROJECT

INTRODUCTION

This document is the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Mid County Parkway project from Interstate 15 (I-15) on the west to State Route 79 (SR-79) on the east within western Riverside County, California. Under the requirements of the California Environmental Quality Act (CEQA), the Riverside County Transportation Commission (RCTC) is the Lead Agency for environmental review of the proposed project and must evaluate the potentially significant environmental effects. The RCTC has determined that an EIR must be prepared to assess the proposed project's effects on the environment, to identify potentially significant impacts, to identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and to discuss potentially feasible alternatives to the project that may accomplish basic project objectives while lessening or eliminating any potential significant project impacts.

Since the proposed project is to be partially funded with federal transportation funds, environmental compliance with the National Environmental Policy Act (NEPA) is also required. An Environmental Impact Statement (EIS) will be prepared for NEPA compliance. To ensure coordination between the NEPA and CEQA processes and to avoid duplication of effort, a joint NEPA/CEQA document will be prepared. The joint document will be an EIS/EIR (an EIS for NEPA and an EIR for CEQA). The purpose of the NOP is to describe the proposed project, describe the location of the project, describe the probable environmental effects of the project that will be evaluated in the EIS/EIR, and solicit input regarding the scope and content of the analysis to be included in the EIS/EIR.

BACKGROUND

The Mid County Parkway project was identified as a key east-west regional transportation corridor as a result of several years of comprehensive land use and transportation planning in Riverside County through the Riverside County Integrated Project (RCIP). The RCIP is an unprecedented, multi-year planning effort to simultaneously prepare environmental, transportation, housing, and development guidelines for Riverside County for the first half of the twenty-first century. The purpose of the RCIP is to address the planning, environmental, and transportation issues that would result from the anticipated doubling of population in Riverside County, from 1.5 million residents currently to approximately 3.0 million by 2020. The RCIP includes three components: (1) a new General Plan for Riverside County, adopted on October 7, 2003; (2) a Multiple Species Habitat Conservation Plan (MSHCP) for western Riverside County (approved by the County in June 2003 and the U.S. Fish and Wildlife Service in June 2004); and (3) the Community and Environmental Transportation Acceptability Process (CETAP). In addition, the RCIP Partnership Action Plan (September 2000) commits participating federal, State, and county governments to incorporate the western Riverside County Special Area Management Plan (SAMP) into all three RCIP planning efforts. The purpose of

the SAMP is to provide for comprehensive aquatic resource protection and reasonable economic growth.

CETAP study efforts were jointly undertaken by the Riverside County Transportation Commission (RCTC) and the County of Riverside. CETAP includes the study of two inter-county corridors (Riverside County to Orange County and Riverside County to San Bernardino County) and two intra-county transportation corridors. The "internal" (intra-county) corridors included a north-south and an east-west study area. Tier 1 analyses and environmental documents were initiated for the two corridors in the fall of 2000. The purpose of the Tier 1 efforts was to select a preferred alternative and preserve needed right-of-way. A Draft Tier 1 EIS/EIR was prepared for the east-west (Hemet to Corona/Lake Elsinore, or HCLE) Corridor and circulated for public review in July 2002. The Draft EIS/EIR considered 14 "build" alternatives that extended from San Jacinto/Hemet on the east to Corona/Lake Elsinore on the west. Several alternatives were variations of routes along Ramona Expressway and Cajalco/El Sobrante Road, at the northwestern portion of the HCLE study area. Transportation analyses were conducted for these and other alternatives to the south, along portions of SR-74, Domenigoni Parkway, Ethanac Road, and Newport Road.

The analyses indicated the alternative with the greatest transportation benefit was located along Ramona Expressway, Cajalco Road, and El Sobrante Road, with a connection to I-15. This alternative demonstrated it best met traffic needs by providing the greatest benefits in terms of increases in speed, reductions in travel time, and congestion relief. In addition, public comments identified concerns regarding adverse impacts to existing communities for the portion of the alternatives located north of Lake Mathews. As a result of the information contained in the Draft Tier 1 EIS/EIR regarding transportation benefits and the community input received on the HCLE alternatives, the RCTC Board accepted a staff recommendation in June 2003 to proceed with the accelerated preparation of a project-level environmental document for an east-west alternative that included the Ramona Expressway/Cajalco Road alignment located south of Lake Mathews. This action by the RCTC terminated the Tier 1 study efforts and began a focused, project-level study effort for the Mid County Parkway project.

The Circulation Element of the Riverside County General Plan currently identifies Ramona Expressway and Cajalco Road as future expressways of four to eight lanes, and realigns the portion of Cajalco Road south of Lake Mathews. The proposed Cajalco Ramona Corridor executes the intent of the prior RCTC and County actions with regard to the HCLE Corridor and is consistent with the intent of the County's Circulation Element, which recognizes that the decisions regarding the CETAP corridors will result in appropriate amendments to the General Plan.

The Mid County Parkway project is consistent with SCAG's adopted 2004 Draft Regional Transportation Plan (RTP), which emphasizes the identification of long-range corridors. The internal east-west corridor is identified on the RTP map of User Fee-Backed Capacity Improvements.

PROJECT GOALS AND OBJECTIVES

The goal of the proposed project is to provide a transportation facility that will effectively and efficiently accommodate regional east-west movement of people and goods between and through

San Jacinto, Perris, and Corona within western Riverside County. More specifically, the project objectives are to provide a transportation facility that will:

- Provide increased capacity to support the forecast travel demand for the 2030 design year
- Provide limited access
- Provide roadway geometrics to meet State highway design standards
- Accommodate Surface Transportation Assistance Act (STAA) National Network for oversized trucks
- Provide a facility that is compatible with a future multimodal transportation system

SUMMARY PROJECT DESCRIPTION

The project is located in western Riverside County. Figure 1 depicts the proposed study area for the Mid County Parkway project, the surrounding vicinity, and the regional location of the project. The study area is approximately 32 miles long and ranges from 1 to 4 miles in width. The alternatives to be addressed in the EIS/EIR are described below.

The Mid County Parkway project includes a no project alternative, six build alternatives, and a General Plan circulation element alternative. Of the seven build alternatives, four are parkway alternatives and three are combination General Plan/parkway alternatives. Many of the alignment alternatives share common segments. Maps of the alignment alternatives are provided in Attachment A.

Alternative 1: No Project/No Action

Alternative 1 represents 2030 traffic on the planned street network except for future improvements to Cajalco Road and Ramona Expressway, which would remain as they exist today. The future east-west traffic described in the study area would be served by the existing Cajalco Road and El Sobrante between I-15 and I-215, and by existing Ramona Expressway between I-215 and SR-79. This alternative assumes 2030 land use conditions and implementation of planned improvements to the regional and local circulation system as accounted for in the Riverside County General Plan and other adopted plans and policies.

Alternative 2: North of Lake Mathews/North Perris

Alignment Alternative 2 is a 6- to 10-lane limited access parkway alternative. Alternative 2 is located north of Lake Mathews and follows a northerly alignment through Perris. The alignment would be located along or near the existing El Sobrante Road for much of the area directly north of Lake Matthews and follows a new alignment west of Lake Mathews. It is located north of Ramona Expressway from I-215 to east of Evans Road. Alternative 2 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

This page intentionally left blank

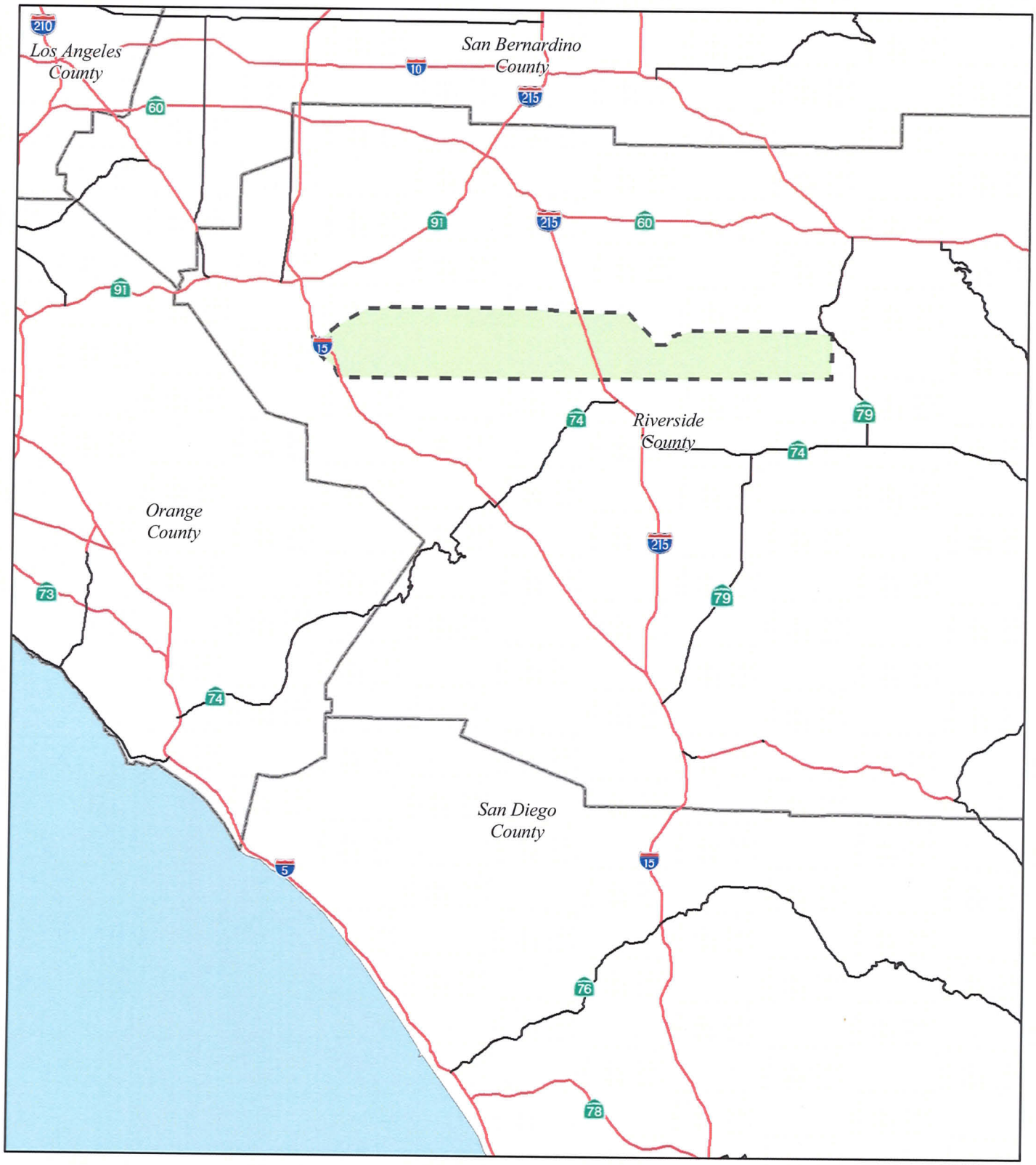


FIGURE 1

SOURCE: ESRI 2001

I:\JCV430\GIS\REGIONAL-LOCATION.MXD (11/03/04)

Mid County Parkway

Project Vicinity and Study Area

This page intentionally left blank

Alternative 3: North of Lake Mathews/South Perris

Alignment Alternative 3 is a 6- to 10-lane limited access parkway alternative. Alternative 3 is located north of Lake Mathews and follows a southerly alignment through Perris. Alternative 3 is located south of Ramona Expressway from I-215 to just west of Antelope Road. The alignment would be located along or near the existing El Sobrante Road for much of the area directly north of Lake Matthews and follows a new alignment west of Lake Mathews. Alternative 3 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 4: South of Lake Mathews/North Perris

Alignment Alternative 4 is a 6- to 10-lane limited access parkway alternative. Alternative 4 is located south of Lake Mathews and follows a northerly alignment through Perris. This alternative would be located south of the existing Cajalco Road west of Lake Mathews Drive and located north of Ramona Expressway from I-215 to east of Evans Road. Alternative 4 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 5: South of Lake Mathews/South Perris

Alignment Alternative 5 is a 6- to 10-lane limited access parkway alternative. Alternative 5 is located south of Lake Mathews and follows a southerly alignment through Perris. This alternative is located south of the existing Cajalco Road west of Lake Mathews Drive and is located south of Ramona Expressway from I-215 to just west of Antelope Road. Alternative 5 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 6: General Plan/North and South of Lake Mathews and North Perris

Alignment Alternative 6 involves the implementation of arterial improvements included in the Riverside County General Plan, including a 6-lane arterial north of Lake Mathews and a 4-lane arterial south of Lake Mathews, west of El Sobrante Road, and a new 6- to 10-lane limited access parkway facility east of El Sobrante Road. This alternative is the same as Alternatives 2 and 4 described above east of I-215 and is located north of Ramona Expressway from I-215 to east of Evans Road. The proposed arterial street improvements north and south of Lake Mathews are consistent with the Riverside County General Plan Circulation Element and generally follow the alignments shown in the General Plan.

Alternative 7: General Plan/North and South of Lake Mathews and South Perris

Alignment Alternative 7 involves the implementation of arterial improvements included in the Riverside County General Plan, including a 6-lane arterial north of Lake Mathews, a 4-lane arterial south of Lake Mathews, west of El Sobrante Road, and a new 6- to 10-lane limited access parkway facility east of El Sobrante Road. This alternative is the same as Alternatives 3 and 5 described above east of I-215 and follows a southerly alignment through Perris. The proposed arterial street improvements north and south of Lake Mathews are consistent with the Riverside County General Plan Circulation Element and generally follow the alignments shown in the General Plan.

Alternative 8: General Plan Circulation Element

Alternative 8 represents 2030 traffic levels on the planned street network according to the Circulation Element of the Riverside County General Plan. This alignment alternative is the same as Alternative 1 but includes implementation of Cajalco Road and Ramona Expressway consistent with the Riverside County General Plan Circulation Element. The traffic demand modeling for the MCP would be utilized to determine the ability of the adopted General Plan improvements to Cajalco Road and Ramona Expressway to meet the stated purpose and need of the MCP and to support the forecast travel demand for 2030.

ENVIRONMENTAL REVIEW PROCESS

This section discusses the environmental review process necessary for the completion of the Mid County Parkway EIS/EIR. Since RCTC and Caltrans have committed to prepare an EIS/EIR, in accordance with CEQA Guidelines Section 15060 and 15063, an Initial Study has not been completed for this NOP. This NOP contains a description of the environmental issues and analysis proposed to be provided in the EIS/EIR.

The EIS/EIR will assess potential project-related and cumulative impacts anticipated to result from implementation of the project, and will include all potentially feasible mitigation measures that could reduce these impacts. The EIS/EIR is intended to provide the necessary CEQA and NEPA clearance for implementation of the project.

The CEQA Guidelines require preparation of objective analysis and documentation to inform decision makers, the general public, and responsible agencies of the direct and indirect environmental effects of a proposed action, to provide mitigation measures that reduce or eliminate potential adverse impacts, and to identify and evaluate alternatives to the proposed project. RCTC will be the Lead Agency for CEQA; potential Responsible and Trustee Agencies are listed in Table A. The Federal Highway Administration (FHWA) is the lead agency for preparation of the EIS pursuant to NEPA. After its publication, the Draft EIS/EIR will be available for public review and comment, and a public hearing will take place. After all comments have been responded to, RCTC may certify the Final EIR and select a preferred alternative. Following this action by the RCTC Board of Directors, RCTC and Caltrans will request FHWA's approval of the Final EIS and issuance of a Record of Decision. Once the NEPA and CEQA processes are complete, design, right-of-way acquisition, and construction of the Mid County Parkway project can proceed.

Table A: Potential Responsible and Trustee Agencies

Agency	Permit/Approval/Responsibility/Trust
United States Army Corps of Engineers	Section 404 Permit for impacts to jurisdictional waters of the U.S.
United States Fish and Wildlife Service	Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) Amendment (if necessary); Other MSHCP and HCP Amendments (if necessary); Section 7 consultation
California Public Utilities Commission	Approval of railroad grade separations
State Department of Fish and Game	Western Riverside County MSHCP Amendment (if necessary); Other MSHCP and HCP Amendments (if necessary); Implementation Section 1602 Streambed Alteration Agreements
State of California Water Quality Control Board and Santa Ana Regional Water Quality Control Board.	National Pollutant Discharge Elimination Systems Permit (NPDES)—construction storm water, Section 401 water quality certifications
County of Riverside	Project implementation within local jurisdiction
City of Corona	Project implementation within local jurisdiction
City of Perris	Project implementation within local jurisdiction
City of San Jacinto	Project implementation within local jurisdiction
Metropolitan Water District	Amendment to the Lake Mathews MSHCP
Riverside County Habitat Conservation Agency (RCHCA)	Amendment to the Stephens' Kangaroo Rat (SKR) (if necessary)

PROBABLE ENVIRONMENTAL EFFECTS

The following explanation of probable environmental effects of the Mid County Parkway project is provided to help guide the analysis in the forthcoming EIS/EIR document and to provide information to the public and agencies reviewing this NOP:

Air Quality

Regional and local air quality may be affected by the project. Regional emissions will be evaluated to determine if implementation of the proposed project would result in any exceedance of State and federal ambient air quality standards. The air quality analysis will discuss both short-term impacts resulting from construction, as well as long-term impacts resulting from project operation. The analysis will also address whether the proposed improvements would exceed any thresholds of significance established by the South Coast Air Quality Management District (SCAQMD). A carbon monoxide (CO) hot spot analysis will also be conducted and the results included in the EIS/EIR. Mitigation measures for air quality impacts during construction will be identified.

Biological Resources

Sensitive biological resources, such as plant life, wildlife, and wildlife habitat may be impacted by the Mid County Parkway project. Potential impacts include direct loss of habitat from grading or other construction activities, direct loss of animals and plants by project construction, loss or disruption of wildlife movement corridors, and habitat fragmentation.

Information on biological resources from the approved MSHCP for western Riverside County will be included in the Mid County Parkway project EIS/EIR as appropriate. Information from the Lake Mathews MSHCP and the Stephens' Kangaroo Rat HCP will also be included. The potential effects of the project on biological resources will be analyzed and documented in a Natural Environment Study (NES) that will be prepared in a manner consistent with Caltrans guidelines. The analysis will be based on a literature review and field surveys of sensitive plant species, small mammals, birds (including riparian birds and burrowing owls), jurisdictional waters, fairy shrimp, wildlife movement, and habitat connectivity. Focused species surveys will be conducted as required by the Western Riverside County MSHCP and U.S. Fish and Wildlife Service permits for threatened and endangered species. Consistency with the Western Riverside County MSHCP and other applicable MSHCPs and HCPs will be addressed in the EIS/EIR.

Cultural Resources

The proposed alternatives have the potential to affect both prehistoric and historic cultural resources. Potential impacts include direct loss of resources from grading or other construction activities, as well as indirect effects resulting from construction of the new transportation facilities that may affect the historical context of a particular resource. A records search will be conducted through the Archaeological Information Center at UC Riverside to determine the location of known archaeological sites and any prehistoric resources that are listed or eligible for the National Register of Historic Places. Because the project requires clearance under NEPA, the EIS/EIR will include documentation of the project's compliance with Section 106 of the National Historic Preservation Act. Cultural resource studies will include records searches for each alternative, field surveys of previously unsurveyed areas, testing of sites as needed to determine significance, and evaluation of historic properties.

Floodplain Evaluation

The proposed project may affect floodplains, particularly for the San Jacinto River and Temescal Wash. The existing floodplain setting will be documented in the EIS/EIR along with an evaluation of potential floodplain impacts and encroachments. The determination of any affected floodplains will be based on the latest available Flood Insurance Rate Maps for incorporated and unincorporated areas of Riverside County. Potential impacts could include loss of beneficial floodplain values resulting from grading or other construction activities, as well as increased exposure of humans to floodplain risk.

Hazardous Waste

A hazardous waste Initial Site Assessment (ISA) will be prepared for the Mid County Parkway project. A records search of agency databases will be conducted to determine whether the proposed project would impact known hazardous waste sites. Field surveys will be conducted as necessary to determine the potential presence of unknown hazardous wastes within the corridor that could be impacted by construction of the proposed corridor improvements. Potential hazardous waste impacts could occur from either soil or groundwater contamination that exists within properties to be acquired for the improvements, or where contamination on an adjacent property would pose a health risk to construction workers.

Noise

Existing noise levels in the vicinity of the Mid County Parkway project will be documented in the EIS/EIR. A noise study will be conducted to evaluate projected noise levels resulting from construction and operation of the proposed project. The study will focus on identifying potential noise impacts to sensitive receptors, such as residential uses, exterior areas of commercial uses, hospitals, libraries, and parks. Potential noise impacts include increased noise exposure resulting from increased vehicular traffic adjacent to sensitive receptors. Construction impacts could result from noise generated by construction equipment such as graders and pile drivers.

Parks/Recreation and Section 4(f) Resources

Section 4(f) of the U.S. Department of Transportation Act of 1966 (now at 49 USC 303) specifies that publicly owned public parks, recreation areas, wildlife and waterfowl refuges, or any significant historic site may not be used for projects that use federal funds unless there is no feasible and prudent alternative to the use of such land.

The Mid County Parkway project will incorporate all possible planning to minimize harm to 4(f) lands. The EIS/EIR will include an evaluation of potential impacts to 4(f) resources that could result from implementation of the Mid County Parkway project.

Community Impacts (including Environmental Justice and Farmlands)

A Community Impact Assessment will be prepared for the Mid County Parkway project that will address the potential community and socioeconomic impacts of the proposed Mid County Parkway project. The analysis will be conducted to determine potential socioeconomic impacts of the project, with an emphasis on compliance with Executive Order 12898 regarding Environmental Justice. The Community Impact Assessment will provide a description of existing land use, housing, employment, and population conditions in the vicinity of the project alternatives. The impact analysis will address the potential impacts on the residential population and local business community within the project impact area for each alternative, including land use compatibility impacts associated with the project. A draft Relocation Impact Report will be prepared to document displacements of homes and businesses. The analysis of land use will assess the impacts of each alternative on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Discussions on Environmental Justice, right-of-way displacements, relocation assistance, business impacts, neighborhood cohesion, and

fiscal impacts (i.e., estimated loss of property tax and sales tax revenues) will be included in the EIS/EIR. The analysis shall also address consistency with relevant local, regional, and state regulations and plans.

Visual

Implementation of the Mid County Parkway project may change the visual character and quality of the project area. A visual analysis will be included in the EIS/EIR to address how the project will affect the existing visual setting. The existing visual characteristics of the area surrounding each project alternative will be documented and significant visual resources will be identified in the analysis. Key issues to be considered in this analysis are the profile of the project (elevated, at-grade, or depressed), removal of vegetation (trees, etc.), the alteration of significant land forms, improvements to existing transportation facilities, and the construction of new facilities where none presently exist. Photographs from viewpoints near the project alternatives will be used to prepare view simulations to evaluate the potential visual impacts. Impacts shall be assessed in terms of views from the project and views of the project by sensitive viewers.

Water Resources

The Mid County Parkway project will be evaluated with respect to its potential effect on waters of the U.S. and State. The evaluation will initially focus on opportunities to avoid impacts to these waters, where feasible, by shifting alignments or applying project design features (e.g., using bridges to span channels rather than using culverts). The EIS/EIR will describe impacts to those water resources that cannot be avoided, and will include mitigation measures to reduce impacts on those resources. Potential impacts to water resources include direct impacts such as dredging or filling of streams, rivers, and lakes, as well as indirect effects to water resources resulting from increased runoff from impervious surfaces such as roads and bridges. Effects on a more regional watershed level will be assessed using available data from the Special Area Management Plans for western Riverside County currently being developed by the U.S. Army Corps of Engineers and the Riverside County Flood Control District.

Geology and Soils

The EIS/EIR will discuss potential geological impacts of the proposed project, with an emphasis on whether implementation of the alternatives will result in any increased potential risk to persons or property, such as from landslides or seismic hazards. The EIS/EIR will also discuss the increased potential for soil erosion.

Public Services and Utilities

The EIS/EIR will discuss the potential for adverse impacts to public services (fire, police, schools, and other public facilities) and public utilities (gas, water, electricity, solid waste, and wastewater). Potential impacts to public services include delays to emergency vehicles during construction, effects on schools (both direct impacts if land acquisition is required, as well as indirect impacts such as

noise and safety), and access to public facilities. Potential impacts to public utilities include direct impacts where the transportation improvements may require relocation of existing utilities.

Transportation/Traffic

While the proposed project is expected to have a beneficial effect on regional traffic circulation, the EIS/EIR will analyze the effect of the alternatives on both regional and local traffic conditions. Adverse impacts may occur on other facilities where traffic volumes are increased as a result of any changes in local circulation resulting from the project.

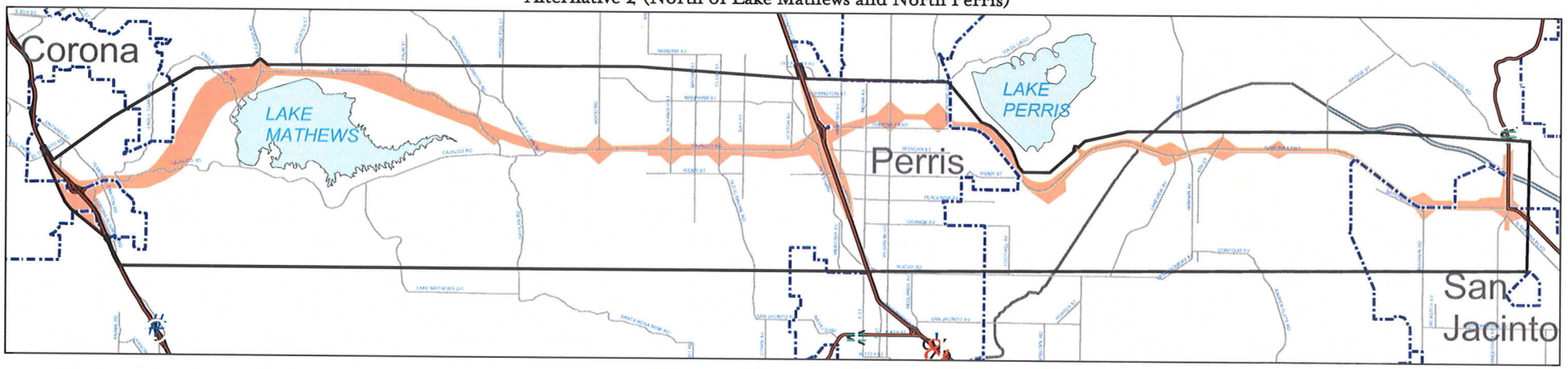
This page intentionally left blank

APPENDIX A

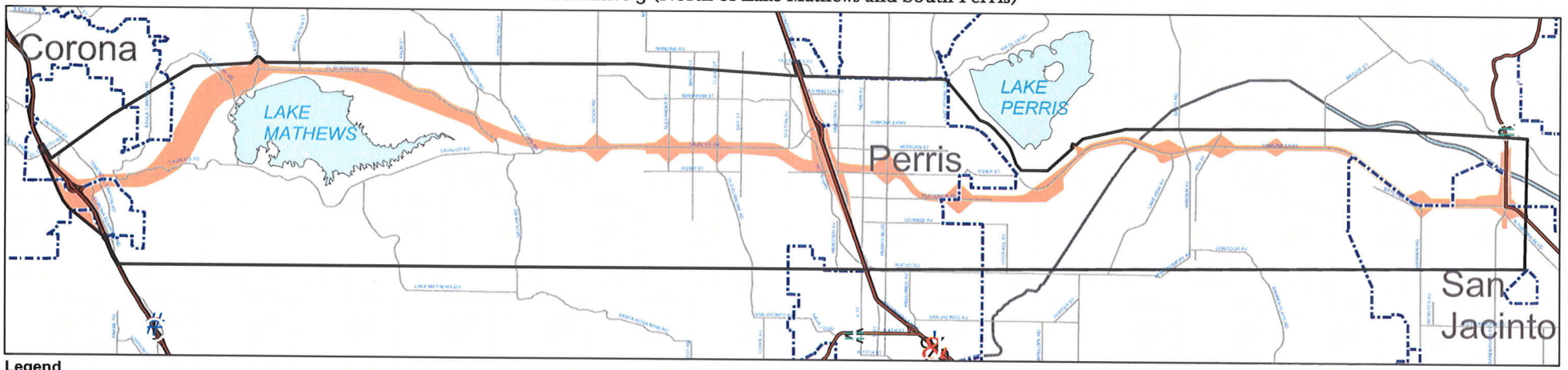
MAPS

This page intentionally left blank

Alternative 2 (North of Lake Mathews and North Perris)



Alternative 3 (North of Lake Mathews and South Perris)



Legend

Study Area — State Highways — Alternative Alignment

City Limits — Major Roads

FIGURE 2

SOURCE: Jacobs Engineering (10/22/04), TBM (2003)

0 10,000 20,000

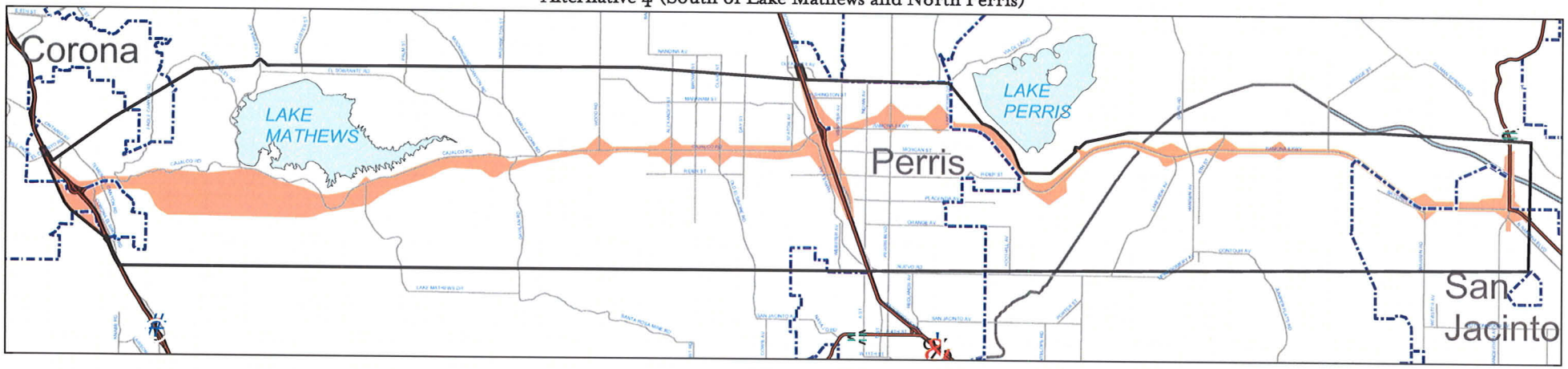
FEET

i:\jcv430\gis\mcp-alternatives_fig2.mxd (11/4/04)

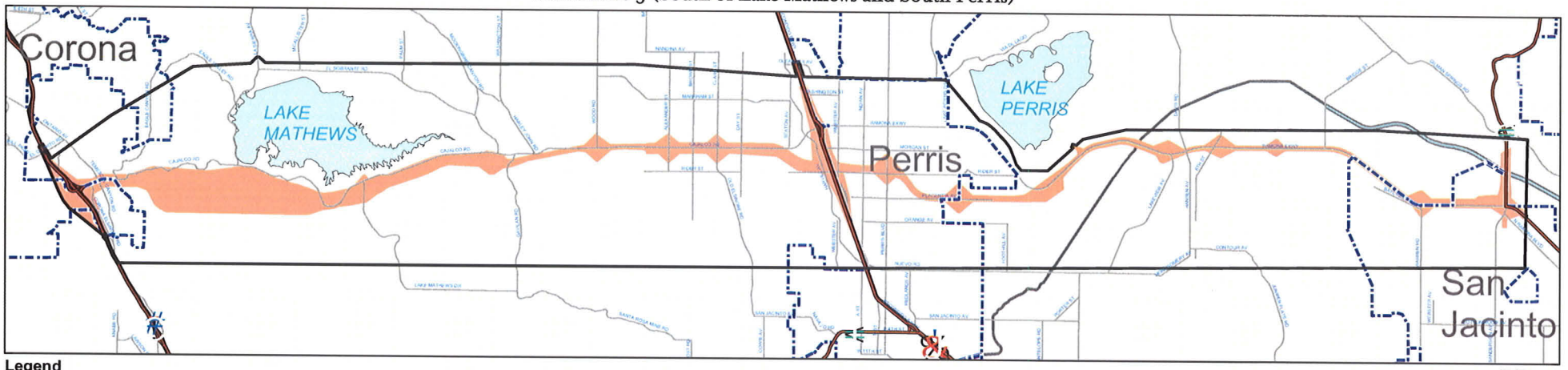
Mid County Parkway Alternatives

This page intentionally left blank

Alternative 4 (South of Lake Mathews and North Perris)



Alternative 5 (South of Lake Mathews and South Perris)



Legend

Study Area — State Highways — Alternative Alignment

City Limits — Major Roads

FIGURE 3

SOURCE: Jacobs Engineering (10/22/04), TBM (2003)

0 10,000 20,000

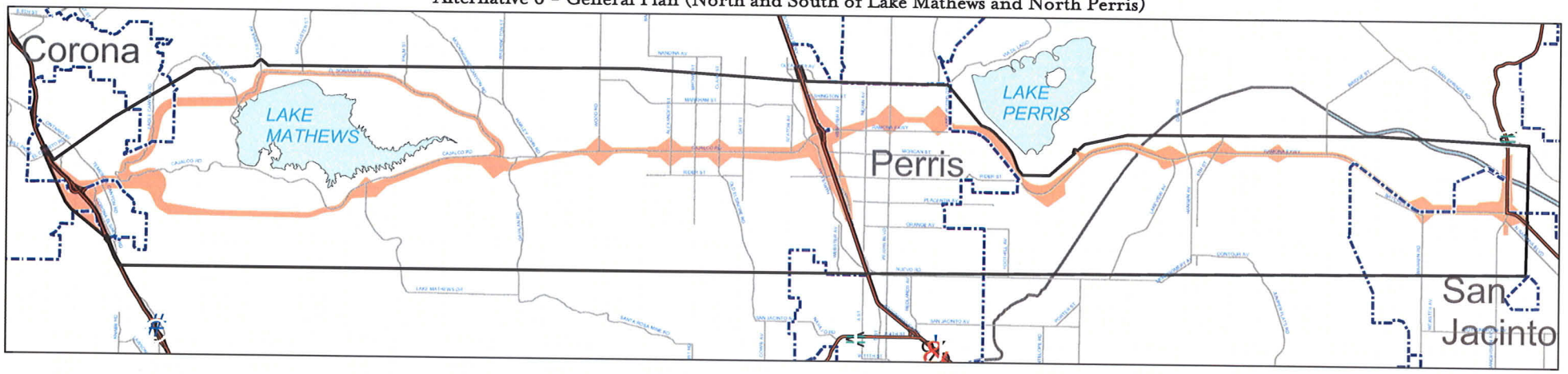
FEET

i:\jcv430\gis\mcp-alternatives_fig3.mxd (11/4/04)

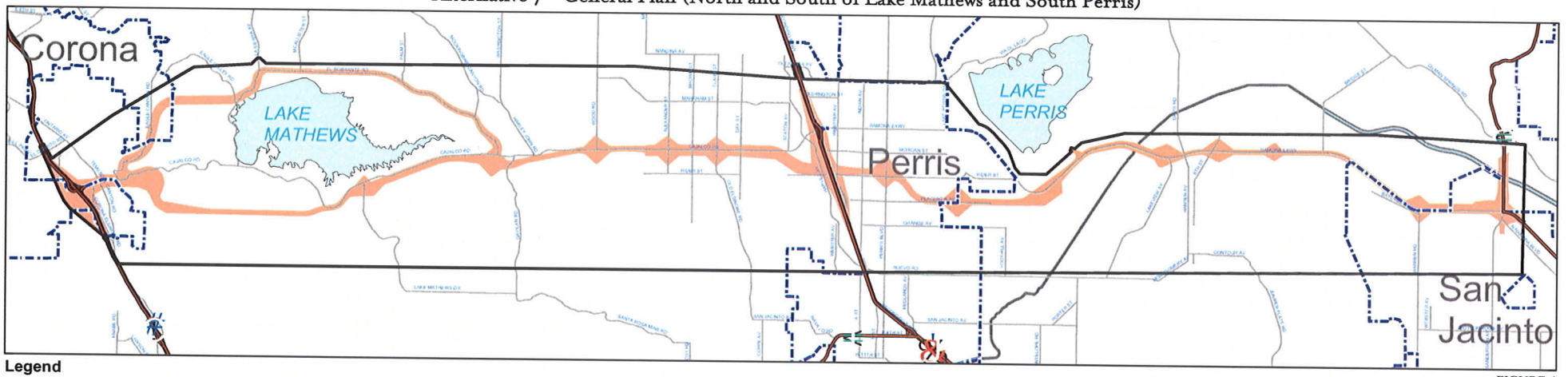
Mid County Parkway Alternatives

This page intentionally left blank

Alternative 6 - General Plan (North and South of Lake Mathews and North Perris)



Alternative 7 - General Plan (North and South of Lake Mathews and South Perris)



Legend

Study Area — State Highways — Alternative Alignment

City Limits — Major Roads

FIGURE 4

SOURCE: Jacobs Engineering (10/22/04), TBM (2003)

0 10,000 20,000

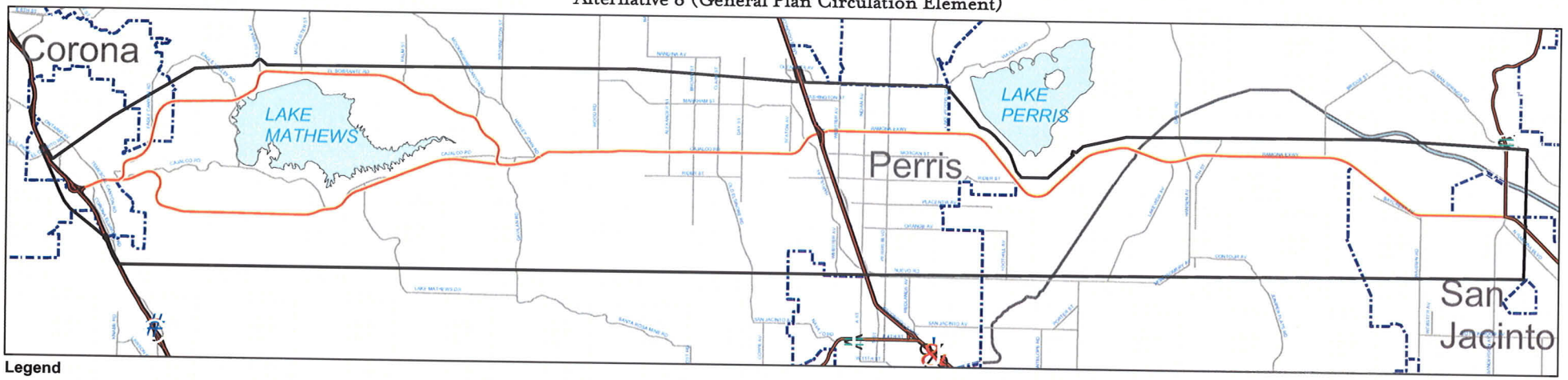
FEET

i:\jcv430\gis\mcp-alternatives_fig4.mxd (11/4/04)

Mid County Parkway Alternatives

This page intentionally left blank

Alternative 8 (General Plan Circulation Element)



Legend

Study Area — State Highways — General Plan Circulation Element

City Limits — Major Roads

FIGURE 5

SOURCE: Jacobs Engineering (10/22/04), TBM (2003)

0 10,000 20,000

FEET

i:\jcv430\gis\mcp-alternatives_fig5.mxd (11/4/04)

Mid County Parkway Alternatives

This page intentionally left blank

[4910-22]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

ENVIRONMENTAL IMPACT STATEMENT: RIVERSIDE COUNTY, CALIFORNIA

AGENCY: Federal Highway Administration, Department of Transportation

ACTION: Notice of Intent

SUMMARY: The Federal Highway Administration (FHWA), in cooperation with the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans), is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the proposed Mid County Parkway (MCP) project. The EIS will study alternatives to implement the proposed Mid County Parkway project in western Riverside County between Interstate 15 (I-15) to the west and State Route 79 (SR 79) to the east.

FOR FURTHER INFORMATION CONTACT: Tay Dam, Senior Transportation Engineer, Federal Highway Administration - Los Angeles Metro Office, 201 N. Figueroa Street, Suite 1460, Los Angeles, California 90012. Telephone: (213) 202-3954. Fax: (213) 202-3961 or Cathy Bechtel, Riverside County Transportation Commission, 4080 Lemon Street, 3rd Floor, P.O. Box 12008, Riverside, CA 92502-2208. Telephone: (951) 787-7141. Fax: (951) 787-7920.

SUPPLEMENTARY INFORMATION: The proposed Mid County Parkway is located in an area of western Riverside County that is currently undergoing substantial population and employment growth. The study area is located on either side of the existing roadway known as Cajalco Road between I-15 and I-215 and as Ramona Expressway east of I-215. The

proposed action would adopt an alignment for the Mid County Parkway and construct a major limited access transportation facility to meet current and projected travel demand for 2030 from I-15 on the west to SR-79 on the east. The purpose of the project is to effectively and efficiently accommodate the regional east-west movement of people and goods between and through the cities of San Jacinto, Perris and Corona. The project will also provide roadway geometrics to meet State highway design standards, accommodate the Surface Transportation Assistance Act (STAA) National Network oversized trucks and provide a facility that is compatible with a future multimodal transportation system.

The Mid County Parkway project is a part of the long-term transportation planning project in Riverside County called the Community and Environmental Transportation Acceptability Process (CETAP). CETAP is a component of comprehensive land use and transportation planning in Riverside County known as the Riverside County Integrated Project. CETAP was one of the first seven projects in the nation to be processed under Executive Order 13274 for "Environmental Stewardship and Transportation Infrastructure Reviews".

Eight alternatives for the Mid County Parkway project have been developed for evaluation in the EIS, including a no action alternative. Many of the parkway alignment alternatives share common segments. Generally, Alternatives 2 through 5 vary in terms of whether the route is directed north or south of Lake Mathews and whether the route follows a northerly or southerly alignment through the City of Perris. Alternatives 6 and 7 incorporate the General Plan arterial designations for both Cajalco Road and El Sobrante west of Wood Road around Lake Mathews. The parkway component of Alternatives 6 and 7 is limited to the area east of Wood Road.

Alternatives under consideration include: (1) No Project/No Action; (2) North Lake

Mathews/North Perris Parkway Alternative; (3) North Lake Mathews/South Perris Parkway Alternative; (4) South Lake Mathews/North Perris Parkway Alternative; (5) South Lake Mathews/South Perris Parkway Alternative; (6) General Plan/North Perris Alternative; (7) General Plan/South Perris Alternative; and (8) General Plan Circulation Element.

These basic alternatives will have additional design variations and other engineering details. A final selection of study alternatives and their subset variations will not be made until all public and agency comments are reviewed following the scoping process.

Note: As required by the National Environmental Policy Act (NEPA) of 1969, all other reasonable alternatives including a no-build alternative will be considered. These alternatives may be refined, combined with various different alternative elements or be removed from further consideration as more analysis is conducted on the project alternatives.

Letters describing the proposed action and soliciting comments will be sent to appropriate federal, State, and local agencies, and to private organizations and citizens who have previously expressed, or are known to have, an interest in this proposal. Three public scoping meetings will be held in December 2004. Public notice will be given of the time and place of these meetings.

Public hearings will be held after the draft EIS is completed. Public notice will be given of the time and place of the hearings. The draft EIS will be available for public and agency review and comment prior to the formal public hearings.

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

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

Issued on November 16, 2004

/s/ ***John E. Dewar***

Mr. John E. Dewar
Chief Operating Officer
California Division
Federal Highway Administration

U.S. Environmental Protection Agency
Federal Register Environmental Documents

Recent Additions | Contact Us | Print Version Search: GO
EPA Home > Federal Register > FR Years > FR Months > FR Days > FR Daily > Environmental Impact Statement: Riverside County, CA

FR Home
About the Site
FR Listserv
FR Search
Contact Us

Selected Electronic Dockets
Regulatory Agenda
Executive Orders
Current Laws and Regulations

Environmental Impact Statement: Riverside Count CA

[Federal Register: November 22, 2004 (Volume 69, Number 224)]
[Notices]
[Page 68002-68003]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr22no04-144]

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Environmental Impact Statement: Riverside County, CA

AGENCY: Federal Highway Administration, Department of Transportation.
ACTION: Notice of Intent.

SUMMARY: The Federal Highway Administration (FHWA), in cooperation with the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans), is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the proposed Mid County Parkway (MCP) project. The EIS will study alternatives to implement the proposed Mid County Parkway project in western Riverside County between Interstate 15 (I-15) to the west and State Route 79 (SR 79) to the east.

FOR FURTHER INFORMATION CONTACT: Tay Dam, Senior Transportation Engineer, Federal Highway Administration--Los Angeles Metro Office, 201 N. Figueroa Street, Suite 1460, Los Angeles, California 90012. Telephone: (213) 202-3954. Fax: (213) 202-3961 or Cathy Bechtel, Riverside County Transportation Commission, 4080 Lemon Street, 3rd Floor, P.O. Box 12008, Riverside, CA 92502-2208. Telephone: (951) 787-7141. Fax: (951) 787-7920.

SUPPLEMENTARY INFORMATION: The proposed Mid County Parkway is located in an area of western Riverside County that is currently undergoing substantial population and employment growth. The study area is located on either side of the existing roadway known as Cajalco Road between I-15 and I-215 and as Ramona Expressway east of I-215. The proposed action would adopt an alignment for the Mid County Parkway and construct a major limited access transportation facility to meet current and projected travel demand for 2030 and I-15 on the west to SR-79 on the east. The purpose of the project is to effectively and efficiently accommodate the regional east-west movement of people and goods between and through the cities of San Jacinto, Perris and Corona. The project will also provide roadway geometries to meet State highway design standards, accommodate the Surface Transportation Assistance Act (STAA) National Network oversized trucks and provide a facility that is

compatible with a future multimodal transportation system.

The Mid County Parkway project is a part of the long-term transportation planning project in Riverside County called the Community and Environmental Transportation Acceptability Process (CETAP). CETAP is a component of comprehensive land use and transportation planning in Riverside County known as the Riverside County Integrated Project. CETAP was one of the first seven projects in the nation to be processed under Executive Order 13274 for ``Environmental Stewardship and Transportation Infrastructure Reviews''.

Eight alternatives for the Mid County Parkway project have been developed for evaluation in the EIS, including a no action alternative. Many of the parkway alignment alternatives share common segments. Generally, Alternatives 2 through 5 vary in terms of whether the route is directed north or south of Lake Mathews and whether the route follows a northerly or southerly alignment through the City of Perris. Alternatives 6 and 7 incorporate the General Plan arterial designations for both Cajalco Road and El Sobrante west of Wood Road around Lake Mathews. The parkway component of Alternatives 6 and 7 is limited to the area east of Wood Road.

Alternatives under consideration include: (1) No Project/No Action; (2) North Lake Mathews/North Perris Parkway Alternative; (3) North Lake Mathews/South Perris Parkway Alternative; (4) South Lake Mathews/North Perris Parkway Alternative; (5) South Lake Mathews/South Perris Parkway Alternative; (6) General Plan/North Perris Alternative; (7) General Plan/South Perris Alternative; and (8) General Plan Circulation Element. These basic alternatives will have additional design variations and other engineering details. A final selection of study alternatives and their subset variations will not be made until all public and agency comments are reviewed following the scoping process.

Note: As required by the National Environmental Policy Act (NEPA) of 1969, all other reasonable alternatives including a no-build alternative will be considered. These alternatives may be refined, combined with various different alternative elements or be removed from further consideration as more analysis is conducted on the project alternatives. Letters describing the proposed action and soliciting comments will be sent to appropriate federal, State, and local agencies, and to private organizations and citizens who have previously expressed, or are known to have, an interest in this proposal. Three public scoping meetings will be held in December 2004. Public notice will be given of the time and place of these meetinc

Public hearings will be held after the draft EIS is completed. Public notice will be given of the time and place of the hearings. The draft EIS will be available for public and agency review and comment prior to the formal public hearings.

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

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

[[Page 68003]]

Issued on November 16, 2004.

Mr. John E. Dewar,
Chief Operating Officer, California Division, Federal Highway Administration.

[FR Doc. 04-25805 Filed 11-19-04; 8:45 am]
BILLING CODE 4910-22-M

EPA Home | Privacy and Security Notice | Contact Us

Last updated on Monday, November 22nd, 2004
URL: http://www.epa.gov/EPA-IMPACT/2004/November/Day-22/i25805.htm

This page intentionally left blank

SUPPLEMENTAL NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT FOR THE MID COUNTY PARKWAY PROJECT SCH #2004111103

INTRODUCTION

Since November 2004, when the original NOP (Notice of Preparation) was issued for the proposed Mid County Parkway (MCP) project, the Riverside County Transportation Commission (RCTC) has been conducting engineering and environmental studies in support of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the project. In addition, RCTC has also engaged in ongoing consultation with various public agencies and other interested parties. As a result of these technical studies and public consultation efforts, several refinements have been made to the suite of alternatives presented in the November 2004 NOP.

This document is the Supplemental NOP of an EIR/EIS for the proposed MCP project from Interstate 15 (I-15) on the west to State Route 79 (SR-79) on the east within western Riverside County, California. The Supplemental NOP is being issued because of refinements made to the suite of alternatives: the elimination of Alternatives 2 and 3 that included a parkway north of Lake Mathews, rerouting a segment of two alternatives away from the Perris Dam, renumbering Alternative 8 to Alternative 1B (No Action/No Project General Plan Circulation Element conditions), and adding Alternative 9 (Far South Alternative). By issuing this Supplemental NOP, RCTC would like to solicit input from public agencies and other interested parties regarding the revised suite of alternatives prior to the release of the Draft EIR/EIS for public review.

Under the requirements of the California Environmental Quality Act (CEQA), the RCTC is the Lead Agency for environmental review of the proposed project and must evaluate the potentially significant environmental effects. The RCTC has determined that an EIR must be prepared to assess the proposed project's effects on the environment, to identify potentially significant impacts, to identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and to discuss potentially feasible alternatives to the project that may accomplish basic project objectives while lessening or eliminating any potential significant project impacts.

Since the proposed project is to be partially funded with federal transportation funds, environmental compliance with the National Environmental Policy Act (NEPA) is also required. An EIS will be prepared for NEPA compliance. To ensure coordination between the NEPA and CEQA processes and to avoid duplication of effort, a joint CEQA/NEPA document will be prepared. The joint document will be an EIR/EIS (an EIR for CEQA and an EIS for NEPA). The purpose of the Supplemental NOP is to describe the refinements made to the suite of alternatives since the original NOP was issued in November 2004, describe the probable environmental effects of the project that will be evaluated in

the EIR/EIS, and solicit input regarding the scope of the analysis of the revised suite of alternatives to be included in the EIR/EIS.

BACKGROUND

The MCP project was identified as a key east-west regional transportation corridor as a result of several years of comprehensive land use and transportation planning in Riverside County through the Riverside County Integrated Project (RCIP). The RCIP is an unprecedented, multi-year planning effort to simultaneously prepare environmental, transportation, housing, and development guidelines for Riverside County for the first half of the twenty-first century. The purpose of the RCIP is to address the planning, environmental, and transportation issues that would result from the anticipated doubling of population in Riverside County, from 1.5 million residents currently to approximately 3.0 million by 2020. The RCIP includes three components: (1) a new General Plan for Riverside County, adopted on October 7, 2003; (2) a Multiple Species Habitat Conservation Plan (MSHCP) for western Riverside County (approved by the County in June 2003 and the U.S. Fish and Wildlife Service in June 2004); and (3) the Community and Environmental Transportation Acceptability Process (CETAP). In addition, the RCIP Partnership Action Plan (September 2000) commits participating federal, State, and county governments to incorporate the western Riverside County Special Area Management Plan (SAMP) into all three RCIP planning efforts. The purpose of the SAMP is to provide for comprehensive aquatic resource protection and reasonable economic growth.

CETAP study efforts were jointly undertaken by the RCTC and the County of Riverside. CETAP includes the study of two intercounty corridors (Riverside County to Orange County and Riverside County to San Bernardino County) and two intra-county transportation corridors. The "internal" (intra-county) corridors included a north-south and an east-west study area. Tier 1 analyses and environmental documents were initiated for the two corridors in the fall of 2000. The purpose of the Tier 1 efforts was to select a preferred alternative and preserve needed right-of-way. A Draft Tier 1 EIR/EIS was prepared for the east-west (Hemet to Corona/Lake Elsinore [HCLE]) Corridor and circulated for public review in July 2002. The Draft EIR/EIS considered a suite of 14 "Build" alternatives that extended from San Jacinto/Hemet on the east to Corona/Lake Elsinore on the west. Several alternatives were variations of routes along Ramona Expressway and Cajalco/El Sobrante Road, at the northwestern portion of the HCLE study area. Transportation analyses were conducted for these and other alternatives to the south, along portions of State Route 74 (SR-74), Domenigoni Parkway, Ethanac Road, and Newport Road.

The analyses indicated the alternative with the greatest transportation benefit was located along Ramona Expressway, Cajalco Road, and El Sobrante Road, with a connection to I-15. This alternative demonstrated it best met traffic needs by providing the greatest benefits in terms of reductions in travel time, and congestion relief. In addition, public comments identified concerns regarding adverse impacts to existing communities for the portion of the alternatives located north of Lake Mathews. As a result of the information contained in the Draft Tier 1 EIR/EIS regarding transportation benefits and the community input received on the HCLE alternatives, the RCTC Board accepted a staff recommendation in June 2003 to proceed with the accelerated preparation of a project-level environmental document for an east-west alternative that included the Ramona Expressway/Cajalco Road alignment located south of Lake Mathews. This action by the RCTC terminated the Tier 1 study efforts and began a focused, project-level study effort for the MCP project.

In 2005, RCTC and the California Department of Transportation (Caltrans) conducted a Value Analysis (VA) Study to determine whether there were additional alignment refinements that could more effectively and efficiently meet the project purpose and need. As a result of the VA Study, new information became available with regard to the practicability of some of the alternative alignments, as well as opportunities to further avoid or minimize adverse environmental impacts to existing habitat reserves, Section 404 and Section 4(f) resources, and existing communities. In addition, during this same period, the MCP engineering and environmental project team conducted engineering studies, environmental studies, field work, public scoping meetings, and traffic modeling for the MCP project. Based on these studies and analyses, RCTC considered and approved a refined set of seven alternatives to be evaluated in the Draft EIR/EIS, five "Build" alternatives, and two "No Action\No Project" alternatives. The refined set of alternatives eliminated Alternatives 2 and 3 that included a parkway north of Lake Mathews due to engineering feasibility issues, rerouted a segment of two alternatives away from the Perris Dam, renumbered Alternative 8 to Alternative 1B (No Action/No Project General Plan Circulation Element conditions), and added Alternative 9 (Far South Alternative), which avoids the Metropolitan Water District of Southern California (Metropolitan) Habitat Conservation Plan (HCP) Reserve. No preferred alternative has been identified by the lead agencies.

The Circulation Element of the Riverside County General Plan currently identifies Ramona Expressway and Cajalco Road as future expressways of four to eight lanes, and realigns the portion of Cajalco Road south of Lake Mathews. The proposed MCP project executes the intent of the prior RCTC and County actions with regard to the HCLE Corridor and is consistent with the intent of the County's Circulation Element, which recognizes that the decisions regarding the CETAP corridors will result in appropriate amendments to the General Plan.

The MCP project is consistent with Southern California Association of Governments (SCAG) adopted 2004 Regional Transportation Plan (RTP), which emphasizes the identification of long-range corridors. The internal east-west corridor is identified on the RTP map of User Fee-Backed Capacity Improvements.

PROJECT GOALS AND OBJECTIVES

The goal of the proposed project is to provide a transportation facility that will effectively and efficiently accommodate regional east-west movement of people and goods between and through San Jacinto, Perris, and Corona within western Riverside County. More specifically, the project objectives are to provide a transportation facility that will:

- Provide increased capacity to support the forecast travel demand for the 2035 design year;
- Provide a limited access parkway;
- Provide roadway geometrics to meet State highway design standards;
- Accommodate Surface Transportation Assistance Act (STAA) National Network for oversized trucks;
- Provide a parkway that is compatible with a future multimodal transportation system.

SUMMARY PROJECT DESCRIPTION

The project is located in western Riverside County. Figure 1.1 depicts the proposed study area for the MCP project, the surrounding vicinity, and the regional location of the project. The study area is approximately 32 miles long and ranges from 1 to 4 miles in width. The alternatives to be addressed in the EIR/EIS are described below.

The MCP project refined suite of alternatives includes two No Project/No Action alternatives (Alternatives 1A and 1B) and five "Build" alternatives (Alternatives 4, 5, 6, 7, and 9). Many of the alternatives share common segments. Maps of the alternatives are provided in Attachment A.

Alternative 1A: No Project/No Action—Existing Ground Conditions

Alternative 1A represents 2035 traffic on the planned street network except for future improvements to Cajalco Road and Ramona Expressway, which would remain as they exist today. Construction of the MCP project would not be implemented with the No Project/No Action Alternative 1A. The future east-west traffic described in the study area would be served by the existing Cajalco Road and El Sobrante Road between I-15 and Interstate 215 (I-215) and by the existing Ramona Expressway between I-215 and SR-79. This alternative assumes 2035 land use conditions and implementation of planned improvements to the regional and local circulation system as accounted for in the adopted Riverside County General Plan (2003), RCTC's Measure A program, and other adopted plans and policies.

Alternative 1B: No Project/No Action—General Plan Circulation Element Conditions

Alternative 1B represents 2035 traffic levels on the planned street network, according to the Circulation Element of the Riverside County General Plan. Construction of the MCP project would not be implemented with No Project/No Action Alternative 1B. This alternative is the same as Alternative 1A but includes the implementation of Cajalco Road and Ramona Expressway consistent with the Riverside County General Plan Circulation Element.

Alternative 4: South of Lake Mathews/North Perris

Alternative 4 is a six- to eight-lane limited access parkway alternative. Alternative 4 is located south of Lake Mathews and follows a northerly alignment through Perris. This alternative would be located south of the existing Cajalco Road west of Lake Mathews Drive and located north of Ramona Expressway from I-215 to the Perris Drain, from where it follows the Perris Drain on an elevated structure southerly to Placentia Avenue. From that point, Alternative 4 continues east through the McCanna Hills, where it follows the Ramona Expressway. Alternative 4 would connect to system-to-system interchanges at I-15, I-215, and SR-79.

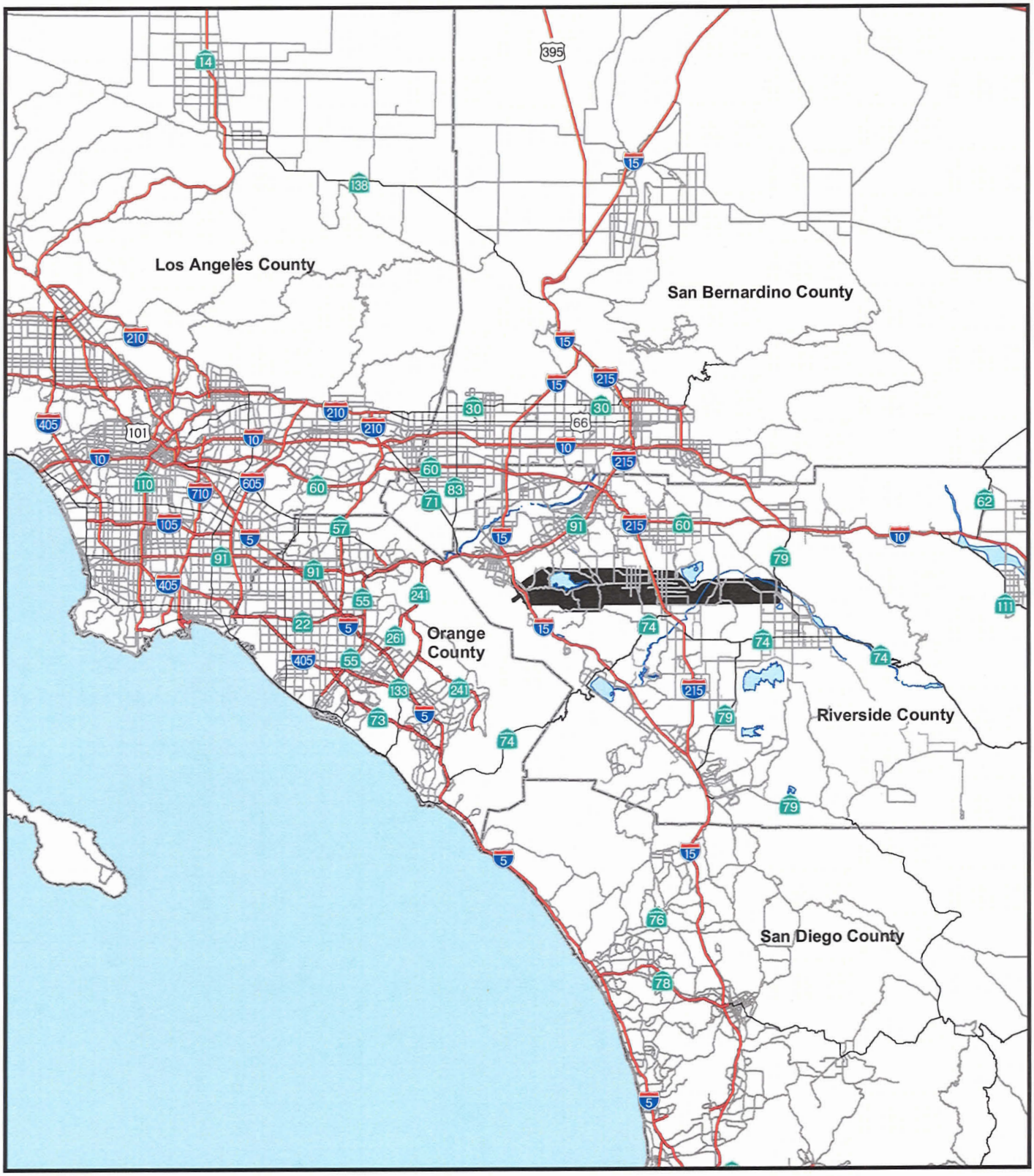


Figure 1.1

Legend

Mid County Parkway Study Area

SOURCE: TBM (2006), Jacobs Engineering (2007)

0 12.5 25 50 Kilometers

0 8 16 32 Miles

Project Vicinity and Study Area

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\NOP\Fig1.1_StudyArea_061407.mxd (8/1/2007)

This page intentionally left blank

Alternative 5: South of Lake Mathews/South Perris

Alternative 5 is a six- to eight-lane limited access parkway alternative. Alternative 5 is located south of Lake Mathews and follows a southerly alignment through Perris. This alternative is located south of the existing Cajalco Road west of Lake Mathews Drive and is located south of Ramona Expressway from I-215 (following Rider Street and Placentia Avenue) to just west of Antelope Road. Alternative 5 would connect to system-to-system interchanges at I-15, I-215, and SR-79.

Alternative 6: General Plan/North and South of Lake Mathews and North Perris

Alternative 6 involves the implementation of arterial improvements included in the Riverside County General Plan, including a six-lane arterial north of Lake Mathews and a four-lane limited access expressway south of Lake Mathews, west of El Sobrante Road, and a new six- to eight-lane limited access parkway east of El Sobrante Road. This alternative is the same as Alternative 4 described above, east of El Sobrante Road. The proposed arterial street improvements north and south of Lake Mathews are consistent with the Riverside County General Plan Circulation Element and generally follow the alignments shown in the General Plan.

Alternative 7: General Plan/North and South of Lake Mathews and South Perris

Alternative 7 involves the implementation of arterial improvements included in the Riverside County General Plan, including a six-lane arterial north of Lake Mathews, a four-lane limited-access expressway south of Lake Mathews, west of El Sobrante Road, and a new six- to eight-lane limited access parkway east of El Sobrante Road. This alternative is the same as Alternative 5 described above, east of El Sobrante Road. The proposed arterial street improvements north and south of Lake Mathews are consistent with the Riverside County General Plan Circulation Element and generally follow the alignments shown in the General Plan.

Alternative 9: Far South/Placentia Avenue

Alternative 9 is a four- to six-lane controlled access parkway from the I-15 interchange to Old Elsinore Road, south of both Lake Mathews and Mead Valley. The alternative is aligned south of Metropolitan HCP Reserve lands and traverses the Gavilan Hills area. From Old Elsinore Road to the I-215 interchange, Alternative 9 is a six- to eight-lane controlled access parkway. East of I-215, Alternative 9 follows Placentia Avenue; east of Evans Road, it follows a common alignment with Alternatives 4–7 through McCanna Hills and along the Ramona Expressway. Alternative 9 is a six- to eight-lane controlled-access parkway between I-215 and SR-79. Alternative 9 would connect to system-to-system interchanges at I-15, I-215, and SR-79.

ENVIRONMENTAL REVIEW PROCESS

This section discusses the environmental review process necessary for the completion of the MCP EIR/EIS. Since RCTC has committed to prepare an EIR/EIS in accordance with CEQA Guidelines Section 15060 and 15063, an Initial Study has not been completed for this NOP. This NOP contains a description of the environmental issues and analysis proposed to be provided in the EIR/EIS.

The EIR/EIS will assess potential project-related, indirect, and cumulative impacts anticipated to result from implementation of the project, and will include all potentially feasible mitigation measures that could reduce these impacts. The EIR/EIS is intended to provide the necessary CEQA and NEPA clearance for implementation of the project.

The CEQA Guidelines require preparation of objective analysis and documentation to inform decision makers, the general public, and responsible agencies of the direct and indirect environmental effects of a proposed action, to provide mitigation measures that reduce or eliminate potential adverse impacts, and to identify and evaluate alternatives to the proposed project. RCTC will be the Lead Agency for CEQA; potential Responsible and Trustee Agencies are listed in Table A. The Federal Highway Administration (FHWA) is the lead agency for preparation of the EIS pursuant to NEPA. After its publication, the Draft EIR/EIS will be available for public review and comment, and a public hearing will take place. After all comments have been responded to, RCTC may certify the Final EIR and select a preferred alternative. Following this action by the RCTC Board of Directors, RCTC and Caltrans will request FHWA's approval of the Final EIS and issuance of a Record of Decision. Once the NEPA and CEQA processes are complete, design, right-of-way acquisition, and construction of the MCP project can proceed.

PROBABLE ENVIRONMENTAL EFFECTS

The following explanation of probable environmental effects of the MCP project is provided to help guide the analysis in the forthcoming EIR/EIS document and to provide information to the public and agencies reviewing this NOP. As noted previously, environmental technical studies were initiated in 2004 concurrent with the issuance of the original NOP.

Air Quality

Regional and local air quality may be affected by the project. Regional emissions will be evaluated to determine if implementation of the proposed project would result in any exceedance of State and federal ambient air quality standards. The air quality analysis will discuss both short-term impacts resulting from construction, as well as long-term impacts resulting from project operation. The analysis will also address whether the proposed improvements would exceed any thresholds of significance established by the South Coast Air Quality Management District (SCAQMD). A carbon monoxide (CO) hot spot analysis, PM_{10} and $PM_{2.5}$ analysis, and Mobile Source Air Toxins (MSAT) analysis will also be conducted, and the results will be included in the EIR/EIS. Mitigation measures for air quality impacts during construction will be identified.

Biological Resources

Sensitive biological resources, such as plant life, wildlife, and wildlife habitat may be impacted by the MCP project. Potential impacts include direct loss of habitat from grading or other construction activities, direct loss of animals and plants by project construction, loss or disruption of wildlife movement corridors, and habitat fragmentation.

Table A: Potential Responsible and Trustee Agencies

Agency	Permit/Approval	Status
United States Fish and Wildlife Service (USFWS)	Section 7 consultation for Threatened and Endangered Species Concur on RCTC's MSHCP Consistency Determination Concurrence on Determination of Biologically Equivalent or Superior Preservation (DBESP) Approval of amendment to El Sobrante Landfill Multiple Species Habitat Conservation Plan (USA Waste is permittee) Consult with Corps on Section 404 permit	To be conducted following identification of a Preferred Alternative
United States Army Corps of Engineers (Corps)	Section 404 Permit for filling or dredging waters of the United States	To be submitted following identification of a Preferred Alternative
California Department of Fish and Game (CDFG)	Section 1602 Agreement for Streambed Alteration Concur on RCTC's MSHCP Consistency Determination Approval of amendment to El Sobrante Landfill Multiple Species Habitat Conservation Plan (USA Waste is permittee)	Application to be submitted prior to construction
California Department of Transportation (Caltrans)	Encroachment Permit for Construction within State highway right-of-way	Application to be submitted prior to construction
State Water Resources Control Board	Water Discharge Permit, approval of Notice of Intent to comply with General Construction Activity NPDES Permit	Application to be submitted prior to construction
Western Riverside County Regional Conservation Authority (RCA)	Concur on RCTC's MSHCP Consistency Determination	To be conducted following identification of a Preferred Alternative
County of Riverside, Riverside County Habitat Conservation Agency (RCHCA)	Stephens' kangaroo rat (SKR) Reserve HCP Consistency finding	To be conducted following identification of a Preferred Alternative
Regional Water Quality Control Board 8, Santa Ana Region	Section 401 Water Quality certification	Section 401 application to be submitted following identification of a Preferred Alternative
County of Riverside, City of Corona, City of Perris, and City of San Jacinto	Freeway Agreement with Caltrans should the MCP be adopted as a State highway by the California Transportation Commission Approval of encroachment permits and street construction permits, street closures and rerouting, and associated improvements in the public rights-of-way	Actions/permits would be issued prior to start of construction

Agency	Permit/Approval	Status
Riverside County Flood Control District (RCFCD)	Encroachment permits for improvements affecting RCFCD facilities	Application(s) to be submitted prior to construction
Metropolitan Water District of Southern California	Lake Mathews Habitat Conservation Plan (HCP) Amendment for Alternatives (4-7)	To be determined after the identification of a Preferred Alternative

Information on biological resources from the approved MSHCP for western Riverside County will be included in the MCP project EIR/EIS as appropriate. Information from the Lake Mathews MSHCP, the Stephens' kangaroo rat HCP, and the El Sobrante Landfill HCP will also be included. The potential effects of the project on biological resources will be analyzed and documented in a Natural Environment Study (NES) that will be prepared in a manner consistent with Caltrans guidelines. The analysis will be based on a literature review and field surveys of sensitive plant species, small mammals, birds (including riparian birds and burrowing owls), jurisdictional waters, fairy shrimp, wildlife movement, and habitat connectivity. Focused species surveys will be conducted as required by the western Riverside County MSHCP. Consistency with the western Riverside County MSHCP and other applicable HCPs will be addressed in the EIR/EIS.

Cultural Resources

The proposed alternatives have the potential to affect both prehistoric and historic cultural resources. Potential impacts include direct loss of resources from grading or other construction activities, as well as indirect effects resulting from construction of the new transportation facilities that may affect the historical context of a particular resource. A records search has been conducted through the Archaeological Information Center at University of California Riverside to determine the location of known archaeological sites and any prehistoric resources that are listed or eligible for the National Register of Historic Places. Because the project requires clearance under NEPA, the EIR/EIS will include documentation of the project's compliance with Section 106 of the National Historic Preservation Act. Cultural resource studies will include records searches for each alternative, field surveys of previously unsurveyed areas, testing of sites as needed to determine significance, and evaluation of historic properties.

Floodplain Evaluation

The proposed project may affect floodplains, particularly for the San Jacinto River and Temescal Wash. The existing floodplain setting will be documented in the EIR/EIS along with an evaluation of potential floodplain impacts and encroachments. The determination of any affected floodplains will be based on the latest available Flood Insurance Rate Maps for incorporated and unincorporated areas of Riverside County. Potential impacts could include loss of beneficial floodplain values resulting from grading or other construction activities, as well as increased exposure of humans to floodplain risk.

Hazardous Waste

A hazardous waste Initial Site Assessment (ISA) will be prepared for the MCP project. A records search of agency databases will be conducted to determine whether the proposed project would impact known hazardous waste sites. Field surveys will be conducted as necessary to determine the potential presence of unknown hazardous wastes within the corridor that could be impacted by construction of the proposed corridor improvements. Potential hazardous waste impacts could occur from either soil or groundwater contamination that exists within properties to be acquired for the improvements, or where contamination on an adjacent property would pose a health risk to construction workers.

Noise

Existing noise levels in the vicinity of the MCP project will be documented in the EIR/EIS. A noise study will be conducted to evaluate projected noise levels resulting from construction and operation of the proposed project. The study will focus on identifying potential noise impacts to sensitive receptors, such as residential uses, exterior areas of commercial uses, hospitals, libraries, and parks. Potential noise impacts include increased noise exposure resulting from increased vehicular traffic adjacent to sensitive receptors. Construction impacts could result from noise generated by construction equipment such as graders and pile drivers.

Parks/Recreation and Section 4(f) Resources

Section 4(f) of the U.S. Department of Transportation Act of 1966 (now at 49 USC 303) specifies that publicly-owned parks, recreation areas, wildlife and waterfowl refuges, or any significant historic site may not be used for projects that use federal funds unless there is no feasible and prudent alternative to the use of such land. The MCP project will incorporate all possible planning to minimize harm to 4(f) lands. The EIR/EIS will include an evaluation of potential impacts to 4(f) resources that could result from implementation of the MCP project.

Community Impacts (including Environmental Justice and Farmlands)

A Community Impact Assessment will be prepared for the MCP project that will address the potential community and socioeconomic impacts of the proposed MCP project. The analysis will be conducted to determine potential socioeconomic impacts of the project, with an emphasis on compliance with Executive Order 12898 regarding Environmental Justice. The Community Impact Assessment will provide a description of existing land use, housing, employment, and population conditions in the vicinity of the project alternatives. The impact analysis will address the potential impacts on the residential population and local business community within the project impact area for each alternative, including land use compatibility impacts associated with the project. A draft Relocation Impact Report will be prepared to document displacements of homes and businesses. The land use analysis will assess the impacts of each alternative on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Discussions on growth, Environmental Justice, right-of-way displacements, relocation assistance, business impacts, neighborhood cohesion, and fiscal impacts (i.e., estimated loss of property tax and sales tax revenues) will be included in the EIR/EIS. The analysis shall also address consistency with relevant local, regional, and state regulations and plans.

Visual

Implementation of the MCP project may change the visual character and quality of the project area. A visual analysis will be included in the EIR/EIS to address how the project will affect the existing visual setting. The existing visual characteristics of the area surrounding each project alternative will be documented and significant visual resources will be identified in the analysis. Key issues to be considered in this analysis are the profile of the project (elevated, at-grade, or depressed), removal of vegetation (trees, etc.), the alteration of significant land forms, improvements to existing transportation facilities, and the construction of new facilities where none presently exist. Photographs from viewpoints near the project alternatives will be used to prepare view simulations to evaluate the potential visual impacts. Impacts shall be assessed in terms of views from the project and views of the project by sensitive viewers.

Water Resources

The MCP project will be evaluated with respect to its potential effect on waters of the U.S. and State. The evaluation will initially focus on opportunities to avoid impacts to these waters, where feasible, by shifting alignments or applying project design features (e.g., using bridges to span channels rather than using culverts). The EIR/EIS will describe impacts to those water resources that cannot be avoided, and will include mitigation measures to reduce impacts on those resources. Potential impacts to water resources include direct impacts such as dredging or filling of streams, rivers, and lakes, as well as indirect effects to water resources resulting from increased runoff from impervious surfaces such as roads and bridges. Effects on a more regional watershed level will be assessed using available data from the Special Area Management Plans for western Riverside County currently being developed by the United States Army Corps of Engineers (Corps) and the Riverside County Flood Control District (RCFCD).

Geology and Soils

The EIR/EIS will discuss potential geological impacts of the proposed project, with an emphasis on whether implementation of the alternatives will result in any increased potential risk to persons or property, such as from landslides or seismic hazards. The EIR/EIS will also discuss the increased potential for soil erosion.

Public Services and Utilities

The EIR/EIS will discuss the potential for adverse impacts to public services (fire, police, schools, and other public facilities) and public utilities (gas, water, electricity, solid waste, and wastewater). Potential impacts to public services include delays to emergency vehicles during construction, effects on schools (both direct impacts if land acquisition is required, as well as indirect impacts such as noise and safety), and access to public facilities. Potential impacts to public utilities include direct impacts where the transportation improvements may require relocation of existing utilities.

Transportation/Traffic

While the proposed project is expected to have a beneficial effect on regional traffic circulation, the EIR/EIS will analyze the effect of the alternatives on both regional and local traffic conditions. Adverse impacts may occur on other facilities where traffic volumes are increased as a result of any changes in local circulation resulting from the project.

This page intentionally left blank

APPENDIX A

MAPS

This page intentionally left blank

Temescal Wash Area

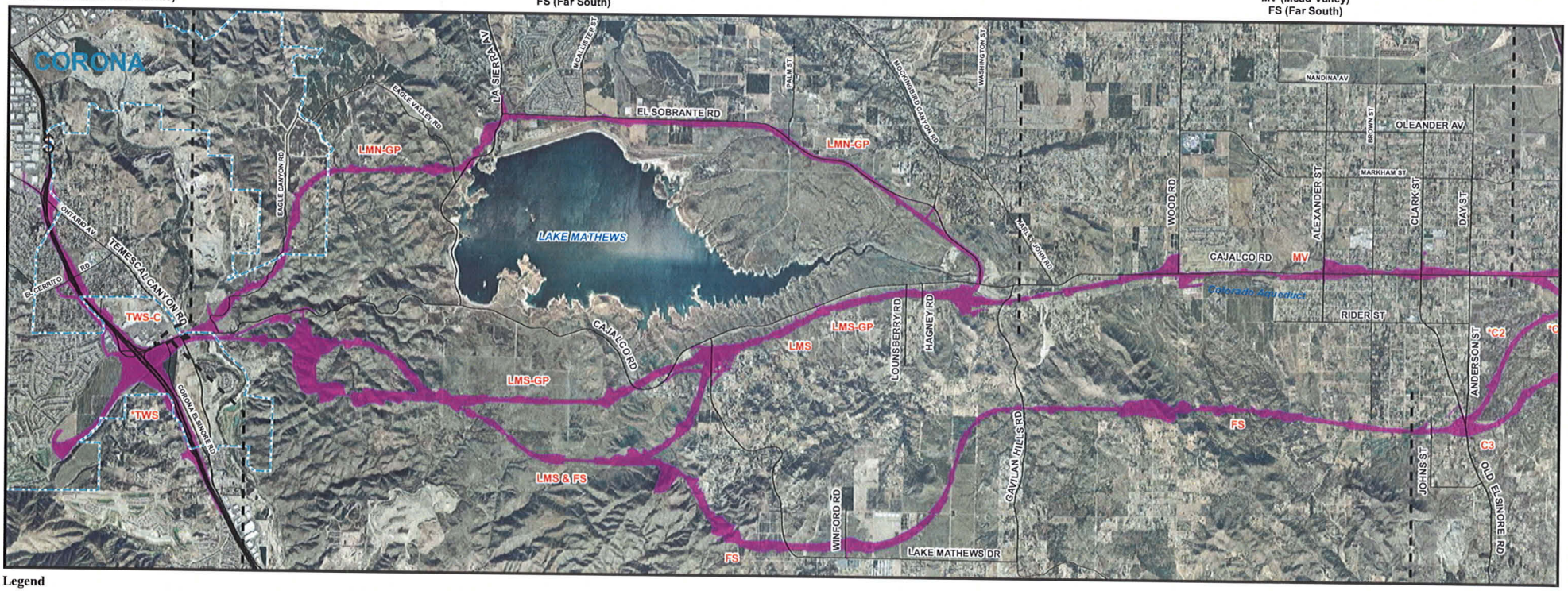
----- SEGMENTS -----
TWS-C (Temescal Wash Area with Collector Distributor)
*TWS (Temescal Wash Area with 1/2 Diamond at El Cerrito)

Lake Mathews Area

----- SEGMENTS -----
LMS (Lake Mathews South)
LMN-GP (Lake Mathews North General Plan)
LMS-GP (Lake Mathews South General Plan)
FS (Far South)

Mead Valley Far South Area

----- SEGMENTS -----
MV (Mead Valley)
FS (Far South)



Legend

- City Limits
- Alternative Segment
- Alternative Alignment

FIGURE A-1a

SOURCE: Airphoto USA (2006), TBM (2006), Jacobs Engineering (02/2007)

0 0.805 1.61 3.22 Kilometers

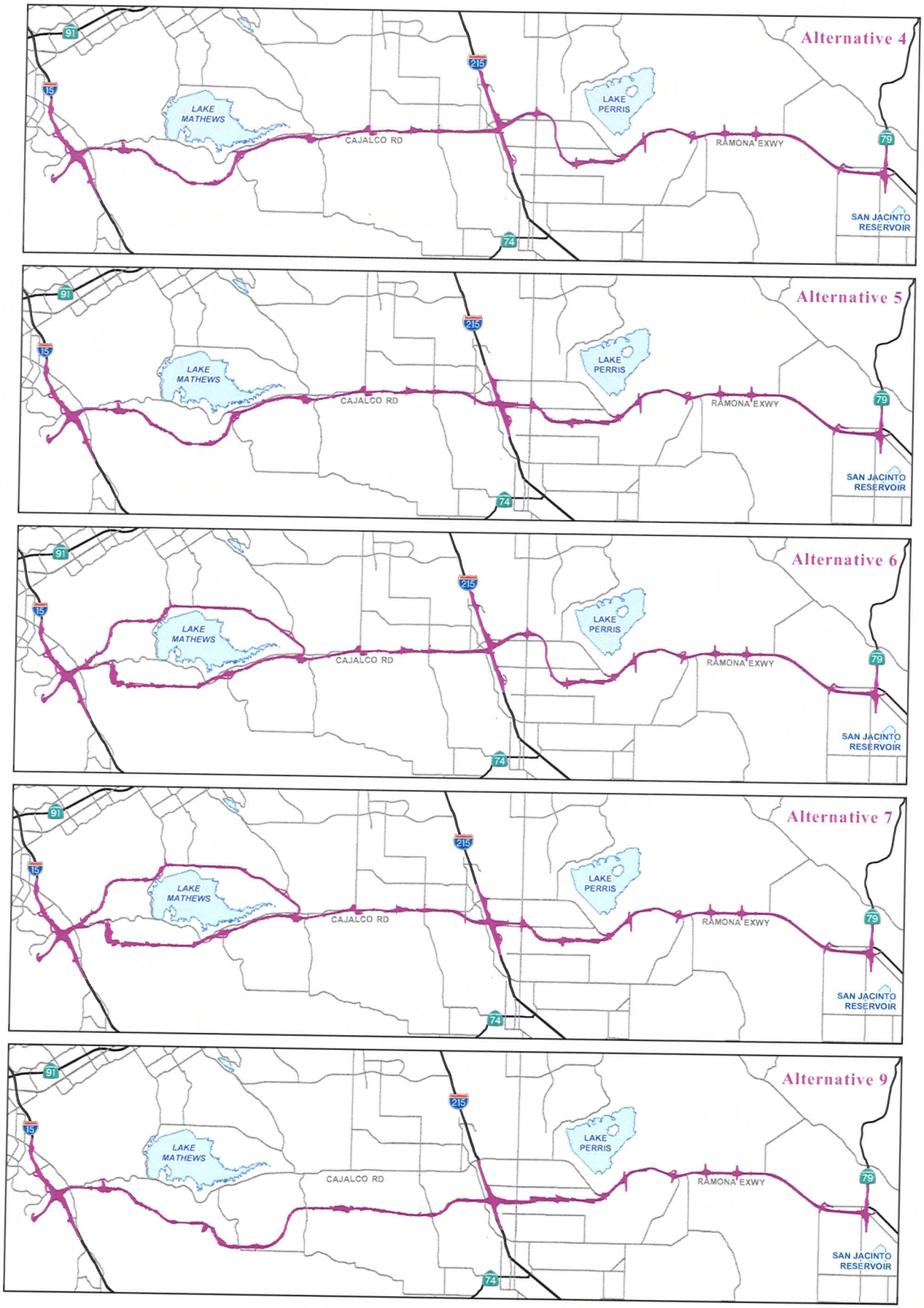
0 0.5 1 2 Miles

I:\JCV531\GIS_Final\NOP\mcp_segments_ROW_S1_061407.mxd (8/15/2007)

Study Area Segments

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

This page intentionally left blank



SOURCE: TBM (2006), Jacobs Engineering (02/2007).

0 2.62 5.24 10.48 Kilometers

0 1.625 3.25 6.5 Miles

I:\JCV531\GIS_Final\NOP\mcp_all_alternatives_091707.mxd (9/18/2007)

Alternatives 4,5,6,7 and 9

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

This page intentionally left blank

Perris Area

----- SEGMENTS -----
C1 (Connector Perris 1)
*C2 (Connector Perris 2)
C3 (Connector Perris 3)

----- SEGMENTS -----
PD (Perris Drain)
RD (Rider)
PP-D (Placentia Perris Depressed)
*PP-E (Placentia Perris Elevated)

San Jacinto Area

----- SEGMENT -----
SJ (San Jacinto)

San Jacinto Design Variation Area

----- SEGMENTS -----
*SJN (San Jacinto North)
SJS (San Jacinto South)

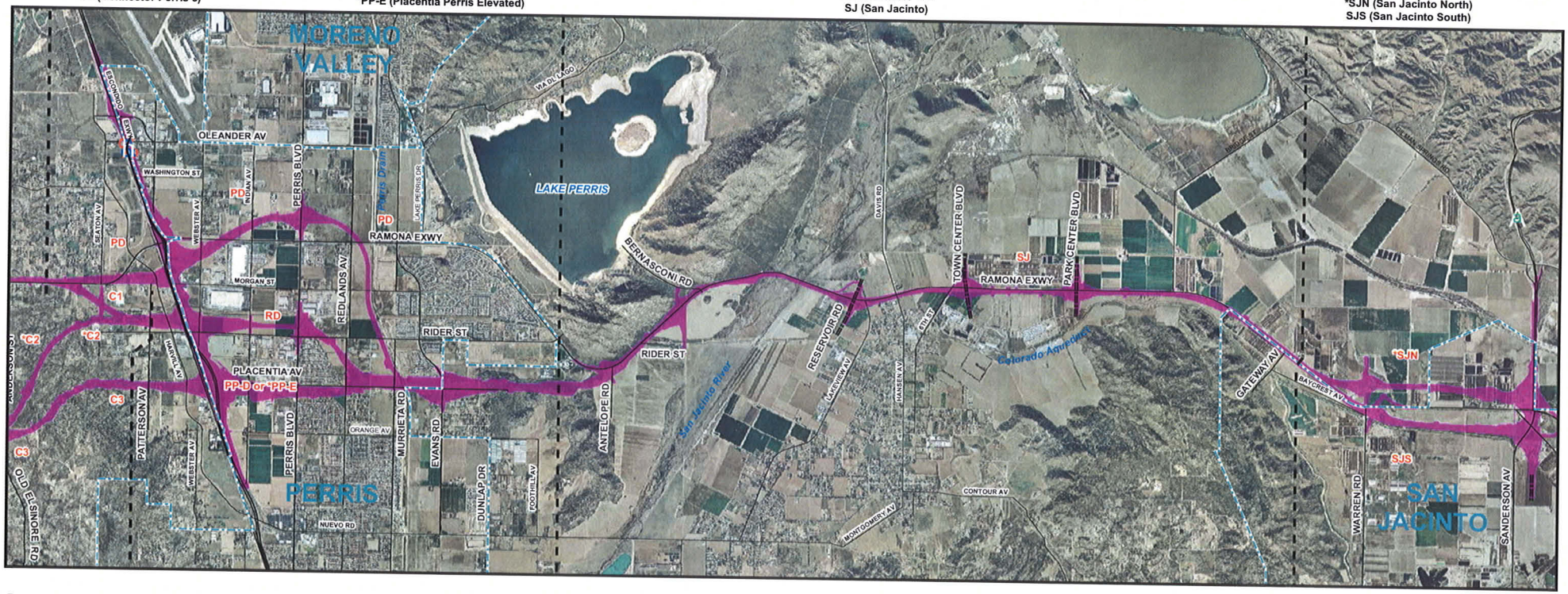


FIGURE A-1b

Legend

- Alternative Segment
- Alternative Alignment
- Planned Roads

SOURCE: Airphoto USA (2006), TBM (2006), Jacobs Engineering (02/2007)

0 0.805 1.61 3.22 Kilometers

0 0.5 1 2 Miles

I:\JCV531\GIS_Final\NOP\mcp_segments_ROW_S2_061407.mxd (8/15/2007)

Study Area Segments

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

This page intentionally left blank

Agreement between Local, State and Federal Partners for the Completion of the Project Level National Environmental Policy Act Document for the

CAJALCO-RAMONA CORRIDOR RIVERSIDE COUNTY, CALIFORNIA

Multi-Modal Transportation Facility

This Partnership Agreement memorializes the efforts of the partnering agencies to prepare a project level National Environmental Policy Act document for a multi-modal transportation facility located in the Cajalco-Ramona corridor in Riverside County, California. This effort builds on a previous Partnership Action Plan and Memorandum of Understanding between the local, state and federal partners that resulted in identification of the Cajalco-Ramona corridor for project level review. As part of the Riverside County Integrated Project, this transportation facility is intended to improve the quality of life for all residents of Riverside County and protect regional environmental and aquatic resources. To meet the spirit of Executive Order 13274 for "Environmental Stewardship and Transportation Infrastructure Project Reviews" the partners agree to the following objectives and charter:

- Compliance with all Applicable Laws
- Successful Integration of Transportation Planning and Natural Resource Management
- Better Environmental Stewardship
- Accommodate Future Traffic Demands and Relieve Traffic Congestion
- Constructive Local, State and Federal Working Relationships
- Effective Use of Partner Agency Resources
- Responsiveness to the Public with On-going Public Involvement and Communication
- Streamlining:
  - Recognize and use appropriate and already available data
  - Timely reviews and actions
  - Implementing previously agreed upon dispute resolution process when appropriate
  - Seek and employ forward thinking, innovation, flexible and creative strategies for transportation, environmental resource planning, and problem-solving.

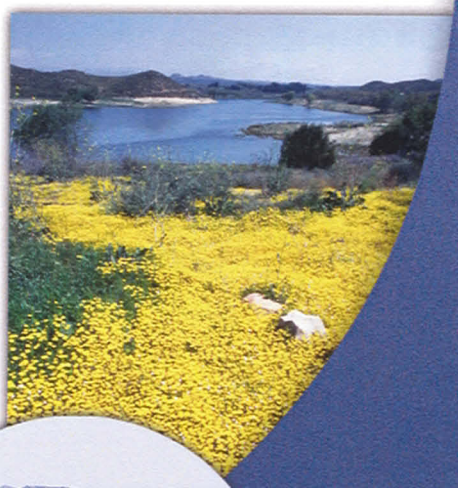
As partner agencies, we agree to work together in a spirit of cooperation, respect, and reasonableness to produce a high quality product that meets the needs and schedule of the project proponent as well as those of the other partner agencies. Through this process, we intend to enhance the certainty of achieving an approvable project that also ensures full environmental compliance.

Riverside County Transportation Commission — Robin Lowe

Maria Ashley

US Army Corps of Engineers, Los Angeles District — Richard G Thayer

Caltrans — Anne E Mayer



This page intentionally left blank

66928 CB

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

January 29, 2004

REPLY TO
ATTENTION OF
Office of the Chief
Regulatory Branch

Mr. David A. Nicol
Acting Division Administrator
U.S. Department of Transportation
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, California 95814

RECEIVED
FEB 02 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Dear Mr. Nicol:

This letter responds to your January 13, 2004 request for the U.S. Army Corps of Engineers to provide our written concurrence on the Purpose and Need Statement for the Community and Environmental Transportation Acceptability Process (CETAP) Cajalco-Ramona Corridor (CRC) project located in western Riverside County, California. Our formal concurrence is being sought by the Federal Highway Administration (FHWA) and Caltrans pursuant to the 1994 California National Environmental Policy Act (NEPA)/Section 404 of the Clean Water Act (CWA) Integration Process Memorandum of Understanding (MOU). Once approved, the CRC purpose statement will also serve as the Corps' "overall project purpose" and accordingly, will be used to help identify practicable alternatives for evaluation in the draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The purpose statement proposes the following language:

"The purpose of the proposed action is to provide a transportation facility that will effectively and efficiently accommodate regional east-west movement of people and goods between and through San Jacinto, Perris, and Corona. More specifically, the selected alternative will:

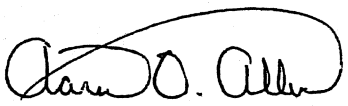
- *Provide increased capacity to support the forecast travel demand for the 2030 design year:*
- *Provide limited access;*
- *Provide roadway geometrics to meet State highway design standards;*
- *Accommodate Surface Transportation Assistance Act (STAA) National Network for oversized trucks;*
- *Provide a facility that is compatible with a future multimodal transportation system."*

It is our determination that the concerns raised by the Corps during the CRC interagency Small Working Group meetings and in our written comments on earlier draft versions have been adequately

A.1.48.8

addressed in the final statement. Therefore, in accordance with the procedures set forth in the MOU, we offer our concurrence on the CRC Purpose and Need Statement. If you have any questions, please contact Ms. Susan A. DeSaddi of my staff at (213) 452-3412 or at susan.a.desaddi@usace.army.mil.

Sincerely,



Aaron O. Allen, Ph.D.
Acting Chief, Regulatory Branch

Copies Furnished:
U.S. Environmental Protection Agency (Mike Schulz, Steven John, Elizabeth Varnhagen)
U.S. Fish and Wildlife Service (Doreen Stadtlander)
Riverside County Transportation Commission (Cathy Bechtel)
County of Riverside Transportation & Land Management Agency (Richard Lashbrook)
Caltrans (William Mosby)
California Department of Fish & Game (Scott Dawson)

Fax/CC: Hides
Bill H
Charlie
Rob
Bill Mosby

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

January 30, 2004

David Nicol
Acting Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Subject: Concurrence on the Purpose and Need for the Cajalco Ramona Corridor Project, Riverside County, California

Dear Mr. Nicol:

This responds to your letter of January 13, 2004, requesting concurrence from the Environmental Protection Agency (EPA) on the Purpose and Need for the Cajalco Ramona Corridor. This project is part of Riverside County's Community and Environmental Transportation Acceptability Process (CETAP). The request is pursuant to Appendix A of the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU).

EPA concurs with the project Purpose and Need as presented in the document entitled, "Cajalco Ramona Corridor Statement of Purpose and Need," dated January 9, 2004. We support the concise purpose statement presented below, which will be used to help develop and screen the alternatives for further evaluation in an environmental impact statement.

The purpose of the proposed action is to provide a transportation facility that will effectively and efficiently accommodate regional east-west movement of people and goods between and through San Jacinto, Perris, and Corona.

More specifically, the selected alternative will:

- *Provide increased capacity to support the forecast travel demand for the 2030 design year.*
- *Provide limited access.*
- *Provide roadway geometrics to meet State highway design standards.*
- *Accommodate Surface Transportation Assistance Act (STAA) National Network for oversized trucks.*
- *Provide a facility that is compatible with a future multimodal transportation system.*

According to Appendix A of the NEPA/404 MOU, the next step in the NEPA/404 Integration Process is to identify a set of criteria that will be used to select the alternatives to evaluate in the Environmental Impact Statement (EIS). It was decided at the Small Working Group meeting held on January 21, 2004, not to take this step at this time. Instead, a subcommittee has been formed that will develop evaluation criteria to compare alternatives in the EIS.

We appreciate the opportunity to participate in the NEPA/404 MOU process. If you have any questions, please contact Liz Varnhagen of my staff at (415) 972-3845, varnhagen.liz@epa.gov, or Steven John in our Water Division at (213) 452-3806, john.steven@epa.gov.

Sincerely,

Lisa B. Hanf, Manager
Federal Activities Office

cc: Susan DeSaddi, Corps of Engineers, Los Angeles
Doreen Stadtlander, U.S. Fish and Wildlife Service, Carlsbad
Cathy Bechtel, Riverside County Transportation Commission, Riverside
Marie Petry, Caltrans District 8, San Bernardino

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

October 18, 2004

REPLY TO
ATTENTION OF:
Office of the Chief
Regulatory Branch

RECEIVED
OCT 2 1 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Mr. Gene K. Fong
Division Administrator
U.S. Department of Transportation
Federal Highway Administration, California Division
650 Capitol Mall, Suite 4-100
Sacramento, California 95814

Dear Mr. Fong:

This letter is in response to your request for our preliminary agreement on the proposed alignment alternatives for the Mid-County Parkway (MCP)/Community and Environmental Transportation Acceptability Process (CETAP) project located in western Riverside County, California. Eight alignment alternatives, including the No Action/No Project, have been developed based on existing environmental and engineering constraints occurring within the study area. It is our understanding these alignment alternatives will be presented to the public during the upcoming environmental scoping process in support of the draft Environmental Impact Statement/Environmental Impact Report.

Based on the Alignment Alternatives Narrative, Summary Table, and maps enclosed in your September 20, 2004 request letter, we offer our preliminary agreement on the proposed alignment alternatives pursuant to the provisions of the 1994 National Environmental Policy Act-Clean Water Act Section 404 Integration Process Memorandum of Understanding.

I am forwarding copies of this letter to U.S. Environmental Protection Agency, Mike Schulz, Southern California Field Office, 600 Wilshire Boulevard, Suite 1460, Los Angeles, California 90017; U.S. Fish and Wildlife Service, Doreen Stadtlander, Ecological Services, 6010 Hidden Valley Road, Carlsbad, California 92009; Caltrans, District 8, Bill Mosby, 464 West Fourth Street, San Bernardino, California 92401; and Riverside County Transportation Commission, Cathy Bechtel, 4080 Lemon Street, Riverside, California, 92502-2208.

We look forward to our continued involvement with the MCP/CETAP project. If you have any questions, please contact me at (213) 452-3962 or your staff may contact Ms. Susan A. Meyer of my staff at (213) 452-3412. Please refer to this letter and 200100537-SAM in your reply.

Sincerely,

John V. Guenther
Lieutenant Colonel, US Army
Acting District Engineer

69805 CB

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

November 4, 2004

RECEIVED
NOV 08 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Gene Fong
Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Subject: Preliminary Agreement on the Range of Alignment Alternatives for the Mid-County Parkway, Riverside County, California

Dear Mr. Fong:

This responds to your letter of September 20, 2004, requesting preliminary agreement from the Environmental Protection Agency (EPA) on the Range of Alignment Alternatives for the Mid-County Parkway. This project is part of Riverside County's Community and Environmental Transportation Acceptability Process (CETAP) and was formerly referred to as the Cajalco Ramona Corridor. The request is pursuant to Appendix A of the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU).

EPA offers our preliminary agreement on the range of alternatives as they are presented in the document entitled, *"Mid County Parkway (MCP) Draft Alignment Alternatives,"* dated (September 15, 2004). The document describes eight alternatives as follows:

Four alternatives would construct a new six to ten-lane limited-access facility extending from Interstate 15 in the city of Corona in the west, to State Route 79 in the city of San Jacinto in the east.

Alternative 1 - North Lake Mathews/North Perris Alternative
Alternative 2 - North Lake Mathews/South Perris Alternative
Alternative 3 - South Lake Mathews/North Perris Alternative
Alternative 4 - South Lake Mathews/South Perris Alternative

If Alternative 1 or 2 were built, in an alignment north of Lake Mathews, Cajalco Road is not planned to be improved as part of this project. Similarly, if Alternatives 3 and 4 were built, in an alignment south of Lake Mathews, El Sobrante Road would also not be part of this project.

Printed on Recycled Paper

Two additional alternatives, 5 and 6, would construct a new six- to ten-lane limited-access facility similar to Alternatives 1 through 4 (above) in the eastern half of the corridor; and in the western half, would construct arterial roads consistent with the design concept and scope represented in the Riverside County General Plan Circulation Element (2003). Thus, there would be a six-lane arterial road north of Lake Mathews *and* a four-lane arterial road south of Lake Mathews. Both alternatives include upgrading and realigning the existing roads north and south of Lake Mathews.

Alternative 5 - General Plan/North Perris Alternative
Alternative 6 - General Plan/South Perris Alternative

Two alternatives will be evaluated in which the proposed six- to ten-lane facility is not constructed at all. Alternative 7, the Existing Conditions alternative, represents Ramona Expressway, Cajalco Road, and El Sobrante Road as they exist today, but assuming other arterial roads in the area are upgraded to what is represented in the Circulation Element. Alternative 8, the General Plan Circulation Element Conditions alternative, is similar to Alternative 7, but includes arterial improvements along the Ramona Expressway, Cajalco Road, and El Sobrante Road that are identified in the Circulation Element.

Alternative 7 - No Project/No Action – Existing Conditions Alternative
Alternative 8 - No Project/No Action – General Plan Circulation Element Conditions Alternative

Furthermore, EPA agrees that the study should move forward to evaluate the proposed interchange locations, as presented in *"Mid County Parkway (MCP) Draft Alignment Alternatives,"* which includes connecting with Interstates 15, 215, and State Route 79 as well as major arterials in the study area. We intend to examine the locations and impacts of the proposed interchanges for our final concurrence on project alternatives, subsequent to publication of the Notice of Intent and during formal development of the Draft Environmental Impact Statement as described in Appendix A of the NEPA/404 MOU.

As a next step in the process, EPA looks forward to continued participation in the development of criteria for evaluating alternatives in the Draft Environmental Impact Statement for the selection of the least environmentally damaging practicable alternative (LEDPA). As of the subcommittee meeting that took place on October 20, 2004, this process is already underway.

Thank you for requesting our preliminary agreement on the range of alignment alternatives, under the NEPA/404 MOU. If you have any questions or comments, please feel free to contact Matthew Lakin of my staff at (415) 972-3851 or at Lakin.Matthew@epa.gov.

Sincerely,

Lisa B. Hanf

Lisa B. Hanf, Manager
Federal Activities Office
Cross Media Division

Cc: Cathy Bechtel, Riverside County Transportation Commission, Riverside
Susan Meyer, Corps of Engineers, Los Angeles
Doreen Stadtlander, U.S. Fish and Wildlife Service, Carlsbad
Marie Petry, Caltrans District 8, San Bernardino
Tay Dam, Federal Highway Administration, Los Angeles

This page intentionally left blank

Attachment 3
Exhibit 1

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

MWD Colorado River Aqueduct, etc.
Substr. Job No. 2001-04-007

May 13, 2005

Mr. Charles Landrey
Project Manager
Jacobs Civil, Inc
3850 Vine Street, Suite 120
Riverside, CA 92507

Dear Mr. Landrey:

Mid-County Parkway Alignment Conflicts with MWD Facilities

This letter is regarding the proposed Mid-County Parkway project alignment alternatives located in Riverside County generally between Interstate 15 and the city of San Jacinto, north and south of Lake Mathews and south of Lake Perris.

The following comments provide a detailed explanation of potential conflicts between the proposed project alignments and Metropolitan's various facilities. The subject locations are referenced accordingly on the enclosed aerial photo map that delineates the project's alternative alignments, which your company submitted to Metropolitan.

I. Colorado River Aqueduct/Casa Loma Siphon-1st Barrel - at Sanderson Avenue

Just south of the Ramona Expressway, Metropolitan's 148-inch-inside-diameter Casa Loma Siphon crosses Sanderson Avenue (MWD Station 10933+40). There is an existing protective concrete slab in place at Sanderson Avenue and our pipeline is between 4 and 10 feet below grade at this location. This protective slab may need to be upgraded or extended depending on the limits of the corridor construction in this area. Enclosed are prints of our Casa Loma Siphon Drawings B-363-10, B-363-11, H-1224 and H-1300, and Drawing B-25759 for the protective slab.

Attachment 3
Exhibit 1

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

II. Colorado River Aqueduct, Inland Feeder and Lakeview Pipeline – between Bridge Street and Princess Ann Road

Just south of the Ramona Expressway at Princess Ann Road, Metropolitan's 185-inch-inside-diameter Colorado River Aqueduct monolithic concrete pipeline, 145-inch-inside-diameter Inland Feeder welded steel pipeline, and 133-inch-inside-diameter welded steel Lakeview Pipeline are all in close proximity to the proposed corridor alignment. Please submit detailed plans of your corridor project in this area for our review and written approval when available. Enclosed are prints of our Drawings B-363-9, B-60591, B-88361, B-88362 and B-88381 for our facilities in this area.

III. Inland Feeder Davis Road/Hansen Avenue

Metropolitan's 145-inch-inside-diameter Inland Feeder welded steel pipeline is located at the intersection of Ramona Expressway and Davis Road and runs parallel to Ramona Expressway for approximately 800 feet. The pipeline is located approximately 15 feet below grade in this area and may need to be protected within the limits of your corridor improvements. Enclosed for your information are prints of our Drawings B-92103 and B-92104.

IV. Lake Perris Facilities

Metropolitan has a number of facilities and properties along the south side of Lake Perris that may be impacted by the proposed corridor. In addition, appropriate protection of our various pipelines and tunnels in this area may need to be undertaken. Enclosed are prints of our Drawings B-363, B-363-6, B-60445 through B-60447, B-60561, B-60562, B-60563, B-60564, B-65646 and B-65656 through B-65661 for your information and use.

a. Lake Perris Bypass Pipeline

The proposed corridor alignment must be kept outside the limits of this right-of-way except where it must cross the pipeline.

Attachment 3
Exhibit 1

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

b. Perris Power Plant

The proposed corridor alignment must be kept outside the limits of our power plant and pressure control facility right-of-way.

c. Bernasconi Tunnels No. 1 and No. 2 – West and East Portals

Appropriate access will need to be provided to Metropolitan to these portal sites for routine maintenance and repairs.

V. SR-215 – Chemical Unloading Facilities

a. Metropolitan owns and operates a chemical unloading facility just west of the proposed SR-215 interchange. The proposed alignment should not encroach into any area of this property. Please note that Metropolitan may be performing major upgrades to this facility in the near future. We will keep you informed of changes to this facility as they occur. Enclosed are prints of our Drawings B-26979 and B-26980 for your information and use.

b. In addition, just east of the chlorine facility extending approximately to the Cajalco Dam, Metropolitan's 183-inch-inside-diameter Colorado River Aqueduct Valverde Tunnel is longitudinally in close proximity to the proposed alignment with an average depth of 150 to 200 feet. Your proposed corridor must have no impact on this tunnel.

VI. Cajalco Dam – El Sobrante Road and Cajalco Road (East of Lake Mathews)

The proposed alignment may require modifications to the existing Cajalco Dam facility, which would have to be coordinated with Metropolitan, Riverside County Flood Control District and the California Division of Safety of Dams (DSOD). Also, access to the facility will need to be maintained. Enclosed are prints of our Drawings A-1178, H-1362 and H-1363 for your information and use.

Metropolitan's facilities between the Cajalco Dam and our Lake Mathews

facility may also be affected where the Valverde Tunnel transitions into an outlet channel. Detailed plans of your proposed corridor improvements will be required in order to determine potential impacts to our facilities. Enclosed are prints of our Drawings B-363-1 through B-363-4 for your information and use.

VII. Lake Mathews Facilities, Upper Feeder and Lower Feeder

a. The alignment of your proposed corridor in proximity to our Lake Mathews Dike No. 1 at McAllister Street would involve the removal of a hill that is acting as a buttress for this dike, which is unacceptable. Metropolitan cannot allow any activity which has the potential to compromise or reduce the factor of safety of this dike. Your corridor alignment will need to be revised such that no material is removed from this abutment area. Any construction in this area will also require DSOD approval.

b. Seepage pipes located at the face of this dike may also be affected. Any impacts to these pipelines will need to be mitigated.

c. Metropolitan's main entrance to our Lake Mathews facility is accessed from El Sobrante Road. The proposed alignment appears to interfere with this access. If this alignment will bridge over La Sierra Avenue, the height should be such that it allows all of our vehicles to cross under the overcrossing.

d. Metropolitan's 140-inch-inside-diameter Upper Feeder pipeline crosses the proposed alignment just west of La Sierra Avenue. This pipeline will need to be protected in place.

e. Metropolitan's 108-inch-inside-diameter Lower Feeder pipeline and related above-ground facilities, including a small hydroelectric power plant, may be impacted by your proposed corridor alignment and auxiliary road between Lake Mathews and Temescal Canyon Road. As shown on the enclosed drawings, Metropolitan facilities include, but are not limited to, two standpipes, a control tower, a venturi meter and the Temescal Power

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Plant. Please provide detailed information on how these facilities will be protected in place and how Metropolitan's access will be maintained in this area.

Enclosed for your information are prints of our Lower Feeder pipeline and tunnel Drawings B-9363, B-10203 through B-10212, B-21226 and B-21227 and above-ground facility Drawings B-10275, B-10282, B-10283, B-30310 through B-30314, B-30398 and B-30399.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number located in the upper right-hand corner of this letter. Should you require any additional information, please contact Mr. Ish Singh at (213) 217-6679.

Very truly yours,

Susan M. Walters

for Kieran M. Callanan, P.E.
Manager, Substructures Team

IS/ly
DOC 2001-04-007
Enclosures (53)

Attachment 3
Exhibit 1

This page intentionally left blank

STATE OF CALIFORNIA – THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF WATER RESOURCES
1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791

August 19, 2005

Ms. Cathy Bechtel, Division Head, Planning
Riverside County Transportation Commission
Post Office Box 12008
4080 Lemon Street, 3rd Floor
Riverside, California 92502-2208

Mid County Parkway North Perris Alignment

Dear Ms. Bechtel:

This letter is in response to your request for written confirmation regarding your several discussions with my staff, regarding the proposed Mid County Parkway North Perris Alignment that includes a major section along the downstream toe area of Perris Dam.

The Department of Water Resources (DWR) recently completed a seismic stability analysis of Perris Dam and concluded that there is potential for large seismically-induced earthquake deformations, due to liquefaction of foundation soils beneath the eastern reach of the dam under the design earthquake loading. Based upon the completed analysis, we are lowering and restricting the Lake Perris water surface level to 27 feet below the spillway crest of Perris Dam. This is being done to mitigate the seismic risks associated with Perris Dam and to ensure the continued safety of lives and property downstream of the dam. This is an interim safety measure until a permanent solution for repair is determined.

As previously indicated in a June 8, 2005 letter from Cliff Winston of DWR's Real Estate Branch to Mr. Rick Simon with CH2M Hill, the proposed Mid County Parkway North Perris Alignment would also impact our existing facilities at Perris Dam. These facilities are essential to the safety of Perris Dam and include the seepage collection system, outlet system for Lake Perris, and surveillance monitoring stations throughout the downstream toe area of the dam. I have included a copy of this letter for your records. Another important item impacted by the proposed Parkway is the environmentally sensitive wildlife area located just beyond the downstream toe area of Perris Dam. I have been notified by our staff that this environmentally protected area was required as mitigation lands due to the original construction of Perris Dam.

Based on the above information, we are requesting that you do not move forward with the proposed Mid County North Perris Alignment due to the significant impacts it would have on our existing Perris Dam facilities, and our need to maintain right of way ownership of the downstream property. This downstream property between Perris Dam and Ramona Expressway will be essential to us when evaluating repair options for the dam in the future.

If you have any questions please call me at (916) 653-3014 or Teresa Sutliff, Chief of the Division of Operations' Civil Engineering Branch at (916) 653-8350.

Sincerely,

Richard Sanchez, Chief
State Water Project Operations Support Office
Division of Operations and Maintenance

Attachment

Attachment 3
Exhibit 2

JUN 6 o 2005

Mr. Rick Simon
CH2M HILL
3550 Vine Street, Suite 320
Riverside, California 92507

Dear Mr. Simon:

This letter is in response to your letter dated March 29, 2005 requesting feedback from the Department of Water Resources (DWR) on the Mid County Parkway (MCP) project being proposed by the Riverside County Transportation Commission.

One of the alternatives being studied for the MCP project is to place the alignment of the parkway in front of the Lake Perris Dam. Your plan and profile drawings were submitted with your letter for review to our Operations and Maintenance Division, Southern Field Division, and Division of Safety and Dams. As a result of the review, the following comments were submitted:

1. The parkway, as shown on the preliminary plan, is located in an area that was used for mitigation purposes during the construction of the dam.

2. The proposed alignment of the parkway crosses an emergency outlet near the left abutment of the dam. DWR would need access to the outlet at all times.

3. The existing system used to drain seepage would lay beneath the proposed parkway, which is unacceptable by DWR.

4. The parkway would interfere with monitoring stations located throughout the downstream toe area of the dam.

For the reasons stated above this alternative alignment for the MCP is not desirable.

If you have further questions, please contact me by phone at (916) 653-5361 or you may e-mail me at cwinston@water.ca.gov .

Sincerely,

Clifford Winston
Senior Land Agent

bcc: Teresa Sutliff, HQ Room 649

CWinston:CMarg
7435FDJ907
71CW060705CM

Attachment 3
Exhibit 2

This page intentionally left blank

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814

October 19, 2005

RECEIVED
OCT 21 2005
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

IN REPLY REFER TO
HDA-CA
File # Mid County Parkway Project
Document # P53367

Col. Richard G. Thompson, District Engineer
U.S. Army Corps of Engineers
Los Angeles District
911 Wilshire Blvd.
Los Angeles, CA 990017

Subject: Request for Preliminary Agreement on Revised Range of Alternatives for the Mid County Parkway Project, Riverside County

Dear Col. Thompson:

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) have developed a revised range of alternatives for the Mid County Parkway project (formerly known as Cajalco Ramona Corridor) in Riverside County. Pursuant to the National Environmental Policy Act/Clean Water Act Section 404 Memorandum of Understanding (MOU), and on the behalf of the transportation agencies, FHWA requests preliminary agreement on the revised range of alternatives, as shown in the enclosures.

The project team, through the efforts of the Small Working Group (SWG) and SWG Subcommittee, originally identified eight alternatives to be presented to the public and to public agencies during the environmental scoping process, which was initiated in November, 2004. These original eight alternatives are summarized in Attachment 1.

As a result of the public scoping process, initial engineering and environmental studies, value analysis studies conducted by Caltrans, and input received from the Metropolitan Water District and the State Department of Water Resources, FHWA and the transportation agencies are now proposing a revised range of alternatives to be evaluated in the environmental technical studies for the Mid County Parkway. The revised range of alternatives and the rationale for addition, deletion, and modification to the original range of alternatives, along with maps of each alternative is presented in Attachments 2, 3 and 4. Your agency has received a detailed package of information documenting the environmental, engineering, and logistical considerations that were made in developing the revised range of alternatives (information packages distributed by RCTC's consultants on August 10 and October 19, 2005).

BUCKLE UP AMERICA

FHWA, Caltrans, and RCTC greatly appreciate your ongoing involvement in the Mid County Parkway project. Following your formal preliminary agreement on the revised range of alternatives to be considered during the technical studies, we look forward to continuing to work with you in the analysis of project alternatives. At the conclusion of the technical studies, Chapters 1 and 2 (Purpose and Need and Project Alternatives, respectively) of the Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) will be circulated to the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, and the U.S. Fish and Wildlife Service for Final Agreement on Purpose and Need, and Alternatives Selection. Final Agreement is required prior to the development and subsequent circulation of the draft EIS/EIR to the public.

We are requesting your agency's written response on concurrence within 45 days in accordance with the provisions of the MOU. If you have any questions, please contact Tay Dam, Senior Project Development Engineer, at (213) 202-3954 or Larry Vinzant, Senior Environmental Specialist, at (916) 498-5040. You may also contact them via e-mail at tay.dam@fwha.dot.gov and/or larry.vinzant@fhwa.dot.gov.

Sincerely,

For
Gene Fong
Division Administrator

ATTACHMENT 1
NOI/NOP
ALTERNATIVES SUMMARY

Alt. No.	Alt. Name	Description	Reason for Including/Issues
1	No Project/No Action	2035 traffic on the planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today	
2	North Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
3	North Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled access facility north of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
4	South Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled access facility south of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
5	South Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled access facility south of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
6	General Plan/North Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 10-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
7	General Plan/South Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 10-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
8	GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	

ATTACHMENT 2
SUMMARY OF ALTERNATIVES
TO MOVE FORWARD INTO TECHNICAL STUDIES

Alt. No.	Alt. Name	Description	Comments
1 - 1A	No Project/No Action- Existing/Ground Conditions	2035 traffic on the planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today	CEQA No Project Alternative comparing the proposed plan to existing conditions ("plan to ground" comparison)
1B (formerly Alt 8)	No Project/No Action- GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	NEPA No Action Alternative including foreseeable future actions, formerly Alternative 8
4	South Lake Mathews/North Perris Alternative	Provide a 6- to 8-lane controlled access facility south of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. A portion of the North Lake Perris alignment has been replaced with a design variation adjacent to Lake Perris, named Perris Drain Design Variation Alignment. This portion of the North Lake Perris alignment was replaced due to concerns from DWR regarding proximity to the Lake Perris Dam as stated in a letter dated August 19th, 2005. The portion of the North Lake Perris alignment adjacent to the Lake Perris Dam is the City of Perris's locally preferred alignment. The City of Perris is currently considering the constraints adjacent to the Lake Perris Dam and the information from DWR. Elimination of the North Perris Alignment adjacent to the Lake Perris Dam is pending action by the City of Lake Perris to rescind its designation of the North Perris alignment as their preferred alternative.
5	South Lake Mathews/South Perris Alternative (at Rider Street)	Provide a 6- to 8-lane controlled access facility south of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
6	General Plan/North Perris Alternative	Implementation of arterial improvements included in General Plan, including a 4-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 6- to 8-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan, but still requires MWD amendment. A portion of the North Lake Perris alignment has been replaced with a design variation adjacent to Lake Perris, named Perris Drain Design Variation Alignment. This portion of the North Lake Perris alignment was replaced due to concerns from DWR regarding proximity to the Lake Perris Dam as stated in a letter dated August 19th, 2005. The portion of the North Lake Perris alignment adjacent to the Lake Perris Dam is the City of Perris's locally preferred alignment. The City of Perris is currently considering the constraints adjacent to the Lake Perris Dam and the information from DWR. Elimination of the North Perris Alignment adjacent to the Lake Perris Dam is pending action by the City of Lake Perris to rescind its designation of the North Perris alignment as their preferred alternative.
7	General Plan/South Perris Alternative	Implementation of arterial improvements included in General Plan, including a 4-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 6- to 8-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan, but still requires MWD Amendment.
9 New Alternative	Full MWD Avoidance Alternative - Far South/South Perris Alternative (at Rider Street or Placnetia Street)	Provide a 4- to 6-lane controlled access facility south of Lake Mathews and south of Mead Valley, and a 6- to 8-lane controlled access facility on the southerly alignment through Perris	Identified by Caltrans Value Analysis process as an MWD reserve avoidance alternative. Replaces Alt 2 and Alt 3. This Alternative has design variations for connection to Perris South Alignment, named Rider and Placentia Design Variation Alignments.

Note: All Build Alternatives have a design variation between Warren Road and SR-79, the new San Jacinto connection to SR-79 Alignment.

ATTACHMENT 2
SUMMARY OF ALTERNATIVES
TO MOVE FORWARD INTO TECHNICAL STUDIES

ATTACHMENT 3

SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

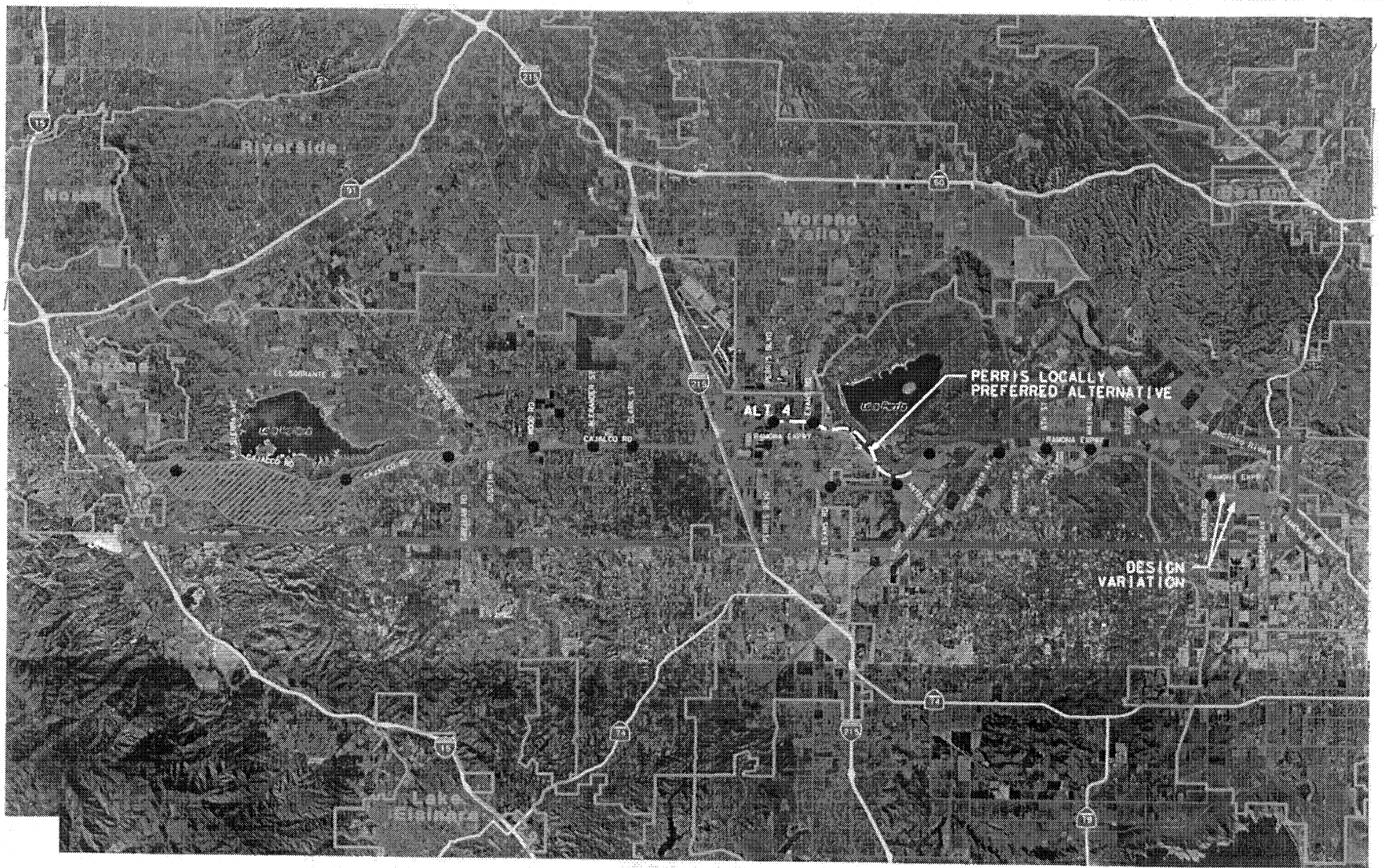
Alt. No.	Alt. Name	Description	Comments
2	North Lake Mathews/North Perris Alternative	Provide a 6- to 8-lane controlled access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. This alternative was eliminated due to concerns from MWD regarding proximity to the Lake Mathews Dam and MWD facilities as stated in a letter dated May 13th, 2005.
3	North Lake Mathews/South Perris Alternative	Provide a 6- to 8-lane controlled access facility north of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. This alternative was eliminated due to concerns from MWD regarding proximity to the Lake Mathews Dam and MWD facilities as stated in a letter dated May 13th, 2005.

SUMMARY OF ALTERNATIVES RENUMBERED

Alt. No.	Alt. Name	Description	Comments
8 – (renumbered to refer to as 1B)	GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	NEPA No Action Alternative including foreseeable future actions, renumbered to Alternative 1B

ATTACHMENT 3
SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION
AND
SUMMARY OF ALTERNATIVES RENUMBERED

This page intentionally left blank



LEGEND
- Alignment Study Area
- Alternative 4
- Perris Locally Preferred Alternative
- Service Interchange with Local Streets
- City Boundary
- MCP Study Area
- Local Streets
- System Interchange

NOTE: STATIONING IS IN METRIC UNITS.

5000 M 0 5000 M

2 MILE 2 MILE

N W E S

FOR DISCUSSION PURPOSES ONLY

THIS MAP IS A DRAFT DOCUMENT ONLY AND HAS YET TO BE MODIFIED BY RCTC OR THEIR REPRESENTATIVE, NOR FOR PUBLIC DISTRIBUTION OR REVIEW.

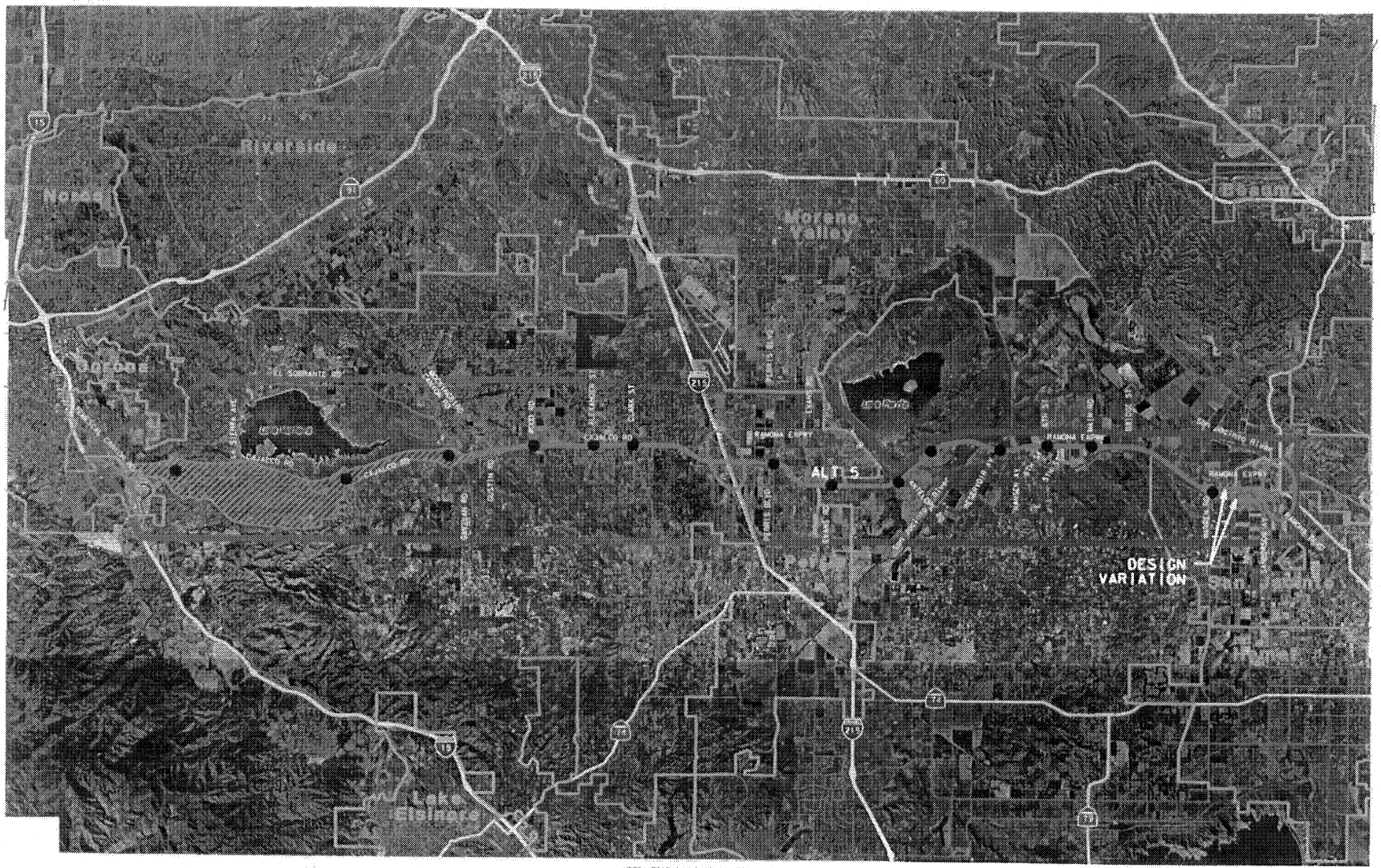
9/15/2005

SOURCE OF AERIAL PHOTOS: EAGLE AERIAL, MARCH 2004

ATTACHMENT 4 - FIGURE A

MID COUNTY PARKWAY
ALTERNATIVE 4
SOUTH LAKE MATHEWS/NORTH PERRIS

This page intentionally left blank



LEGEND
- Alignment Study Area
- Alternative 5
- Service Interchange with Local Streets
- City Boundary
- MCP Study Area
- Local Streets
- System Interchange

NOTE: STATIONING IS IN METRIC UNITS.
3200 M 0 3200 M
2 MILE 2 MILE

SOURCE OF AERIAL PHOTOS: EARTH AERIAL, MARCH 2004

FOR DISCUSSION PURPOSES ONLY

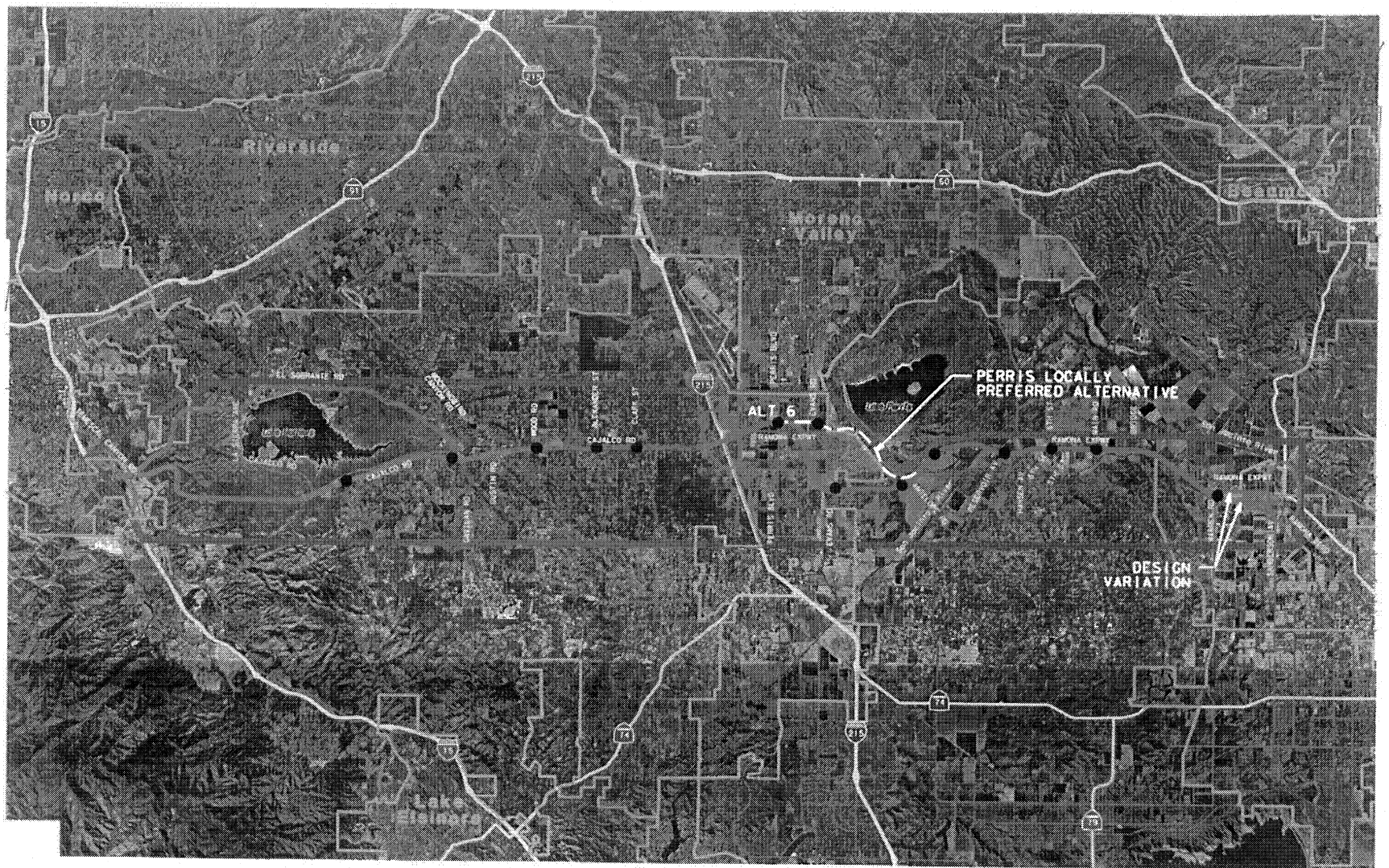
THIS MAP IS A DRAFT DOCUMENT ONLY AND HAS YET TO BE VERIFIED BY HCTC OR THEIR REPRESENTATIVE. NOT FOR PUBLIC DISTRIBUTION OR REVIEW.

5/13/2005

ATTACHMENT 4 - FIGURE B

MID COUNTY PARKWAY
ALTERNATIVE 5
SOUTH LAKE MATHEWS/SOUTH PERRIS

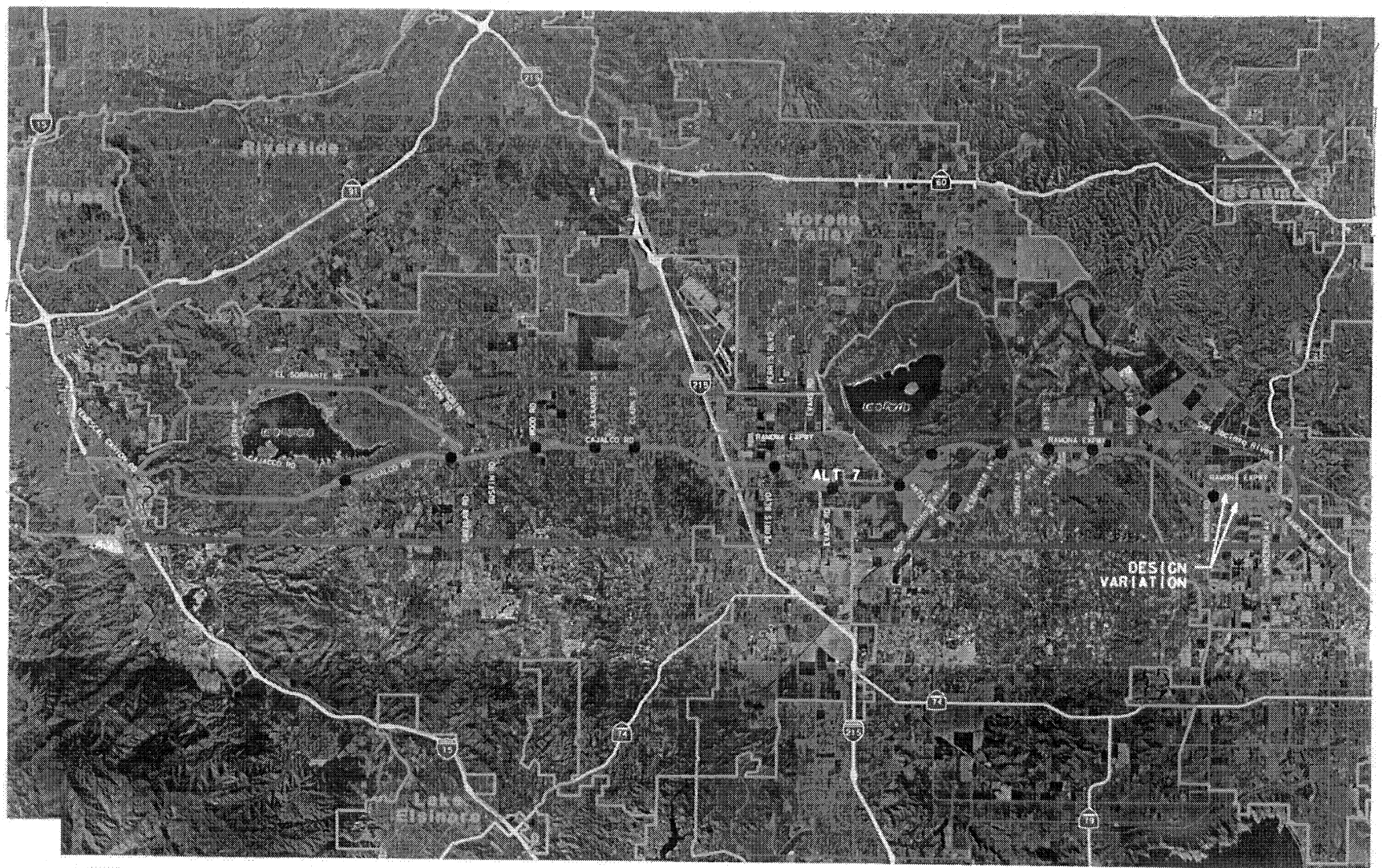
This page intentionally left blank



ATTACHMENT 4 - FIGURE C

MID COUNTY PARKWAY
ALTERNATIVE 6
GENERAL PLAN/NORTH PERRIS

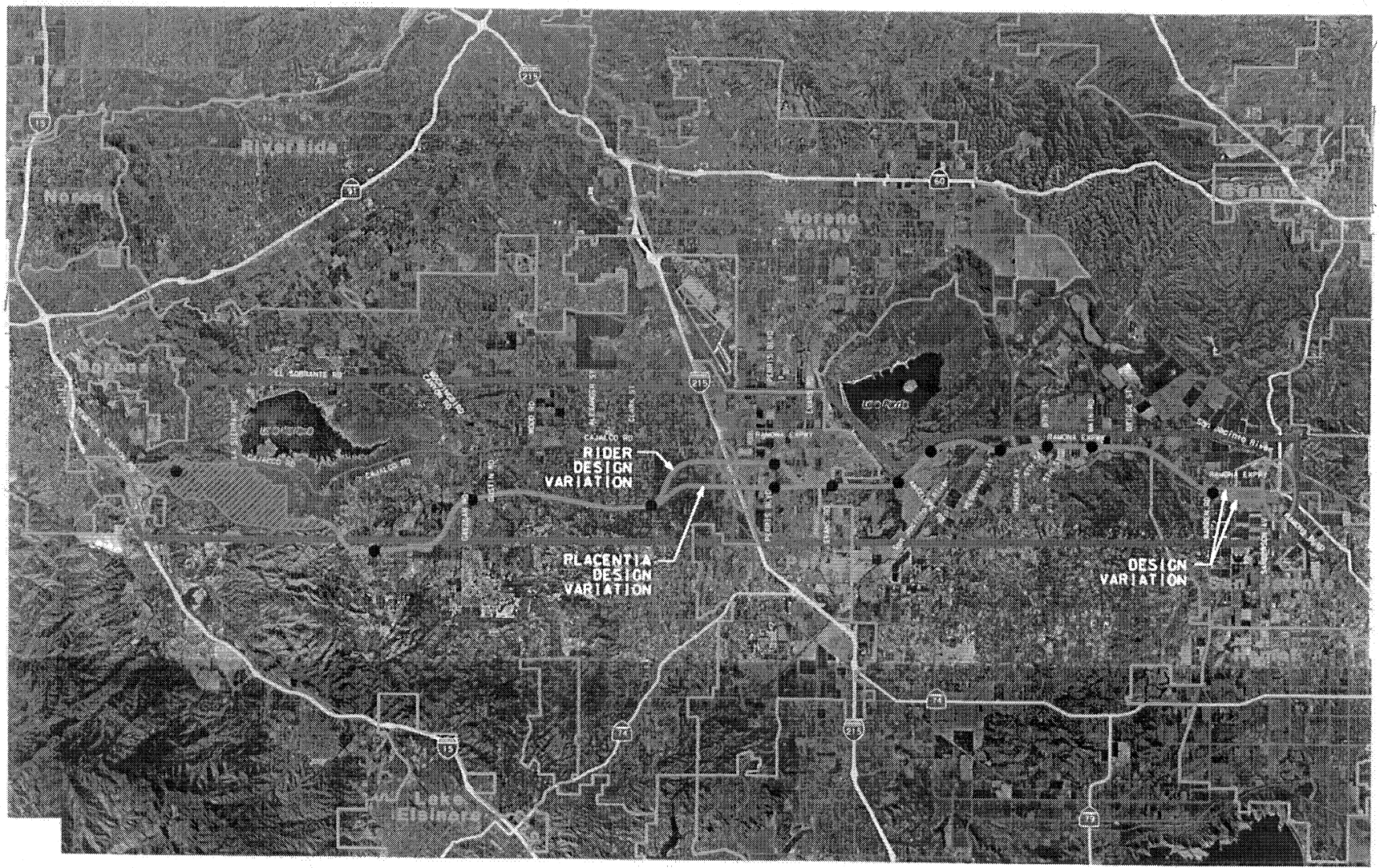
This page intentionally left blank



ATTACHMENT 4 - FIGURE D

MID COUNTY PARKWAY
ALTERNATIVE 7
GENERAL PLAN/SOUTH PERRIS

This page intentionally left blank



SOURCE OF AERIAL PHOTOS: EARTH SATELLITE CORPORATION, COPYRIGHT 2004

ATTACHMENT 4 - FIGURE E

MID COUNTY PARKWAY
ALTERNATIVE 9
FULL MWD AVOIDANCE ALTERNATIVE
FAR SOUTH/SOUTH PERRIS

This page intentionally left blank

74525 CB

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814

October 19, 2005

RECEIVED
OCT 21 2005
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

IN REPLY REFER TO
HDA-CA
File # Mid County Parkway Project
Document # P53365

Mr. Jim Bartel, Field Supervisor
U.S. Department of the Interior
Fish and Wildlife Service
Ecological Services
6010 Hidden Valley Road
Carlsbad, CA 92009

Subject: Request for Preliminary Agreement on Revised Range of Alternatives for the Mid County Parkway Project, Riverside County

Dear Mr. Bartel:

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) have developed a revised range of alternatives for the Mid County Parkway project (formerly known as Cajalco Ramona Corridor) in Riverside County. Pursuant to the National Environmental Policy Act/Clean Water Act Section 404 Memorandum of Understanding (MOU), and on the behalf of the transportation agencies, FHWA requests preliminary agreement on the revised range of alternatives, as shown in the enclosures.

The project team, through the efforts of the Small Working Group (SWG) and SWG Subcommittee, originally identified eight alternatives to be presented to the public and to public agencies during the environmental scoping process, which was initiated in November, 2004. These original eight alternatives are summarized in Attachment 1.

As a result of the public scoping process, initial engineering and environmental studies, value analysis studies conducted by Caltrans, and input received from the Metropolitan Water District and the State Department of Water Resources, FHWA and the transportation agencies are now proposing a revised range of alternatives to be evaluated in the environmental technical studies for the Mid County Parkway. The revised range of alternatives and the rationale for addition, deletion, and modification to the original range of alternatives, along with maps of each alternative is presented in Attachments 2, 3 and 4. Your agency has received a detailed package of information documenting the environmental, engineering, and logistical considerations that were made in developing the revised range of alternatives (information packages distributed by RCTC's consultants on August 10 and October 19, 2005).

BUCKLE UP AMERICA

FHWA, Caltrans, and RCTC greatly appreciate your ongoing involvement in the Mid County Parkway project. Following your formal preliminary agreement on the revised range of alternatives to be considered during the technical studies, we look forward to continuing to work with you in the analysis of project alternatives. At the conclusion of the technical studies, Chapters 1 and 2 (Purpose and Need and Project Alternatives, respectively) of the Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) will be circulated to the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, and the U.S. Fish and Wildlife Service for Final Agreement on Purpose and Need, and Alternatives Selection. Final Agreement is required prior to the development and subsequent circulation of the draft EIS/EIR to the public.

We are requesting your agency's written response on concurrence within 45 days in accordance with the provisions of the MOU. If you have any questions, please contact Tay Dam, Senior Project Development Engineer, at (213) 202-3954 or Larry Vinzant, Senior Environmental Specialist, at (916) 498-5040. You may also contact them via e-mail at tay.dam@fwha.dot.gov and/or larry.vinzant@fhwa.dot.gov.

Sincerely,

Larry Vinzant

For
Gene Fong
Division Administrator

ATTACHMENT 1
NOI/NOP
ALTERNATIVES SUMMARY

Alt. No.	Alt. Name	Description	Reason for Including/Issues
1	No Project/No Action	2035 traffic on the planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today	
2	North Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
3	North Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled access facility north of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
4	South Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled access facility south of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
5	South Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled access facility south of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
6	General Plan/North Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 10-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
7	General Plan/South Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 10-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
8	GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	

ATTACHMENT 2
SUMMARY OF ALTERNATIVES
TO MOVE FORWARD INTO TECHNICAL STUDIES

Alt. No.	Alt. Name	Description	Comments
1 - 1A	No Project/No Action- Existing/Ground Conditions	2035 traffic on the planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today	CEQA No Project Alternative comparing the proposed plan to existing conditions ("plan to ground" comparison)
1B (formerly Alt 8)	No Project/No Action- GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	NEPA No Action Alternative including foreseeable future actions, formerly Alternative 8
4	South Lake Mathews/North Perris Alternative	Provide a 6- to 8-lane controlled access facility south of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. A portion of the North Lake Perris alignment has been replaced with a design variation adjacent to Lake Perris, named Perris Drain Design Variation Alignment. This portion of the North Lake Perris alignment was replaced due to concerns from DWR regarding proximity to the Lake Perris Dam as stated in a letter dated August 19th, 2005. The portion of the North Lake Perris alignment adjacent to the Lake Perris Dam is the City of Perris's locally preferred alignment. The City of Perris is currently considering the constraints adjacent to the Lake Perris Dam and the information from DWR. Elimination of the North Perris Alignment adjacent to the Lake Perris Dam is pending action by the City of Lake Perris to rescind its designation of the North Perris alignment as their preferred alternative.
5	South Lake Mathews/South Perris Alternative (at Rider Street)	Provide a 6- to 8-lane controlled access facility south of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
6	General Plan/North Perris Alternative	Implementation of arterial improvements included in General Plan, including a 4-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 6- to 8-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan, but still requires MWD amendment. A portion of the North Lake Perris alignment has been replaced with a design variation adjacent to Lake Perris, named Perris Drain Design Variation Alignment. This portion of the North Lake Perris alignment was replaced due to concerns from DWR regarding proximity to the Lake Perris Dam as stated in a letter dated August 19th, 2005. The portion of the North Lake Perris alignment adjacent to the Lake Perris Dam is the City of Perris's locally preferred alignment. The City of Perris is currently considering the constraints adjacent to the Lake Perris Dam and the information from DWR. Elimination of the North Perris Alignment adjacent to the Lake Perris Dam is pending action by the City of Lake Perris to rescind its designation of the North Perris alignment as their preferred alternative.
7	General Plan/South Perris Alternative	Implementation of arterial improvements included in General Plan, including a 4-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 6- to 8-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan, but still requires MWD Amendment.
9 New Alternative	Full MWD Avoidance Alternative - Far South/South Perris Alternative (at Rider Street or Placnetia Street)	Provide a 4- to 6-lane controlled access facility south of Lake Mathews and south of Mead Valley, and a 6- to 8-lane controlled access facility on the southerly alignment through Perris	Identified by Caltrans Value Analysis process as an MWD reserve avoidance alternative. Replaces Alt 2 and Alt 3. This Alternative has design variations for connection to Perris South Alignment, named Rider and Placentia Design Variation Alignments.

Note: All Build Alternatives have a design variation between Warren Road and SR-79, the new San Jacinto connection to SR-79 Alignment.

ATTACHMENT 2
SUMMARY OF ALTERNATIVES
TO MOVE FORWARD INTO TECHNICAL STUDIES

ATTACHMENT 3

SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

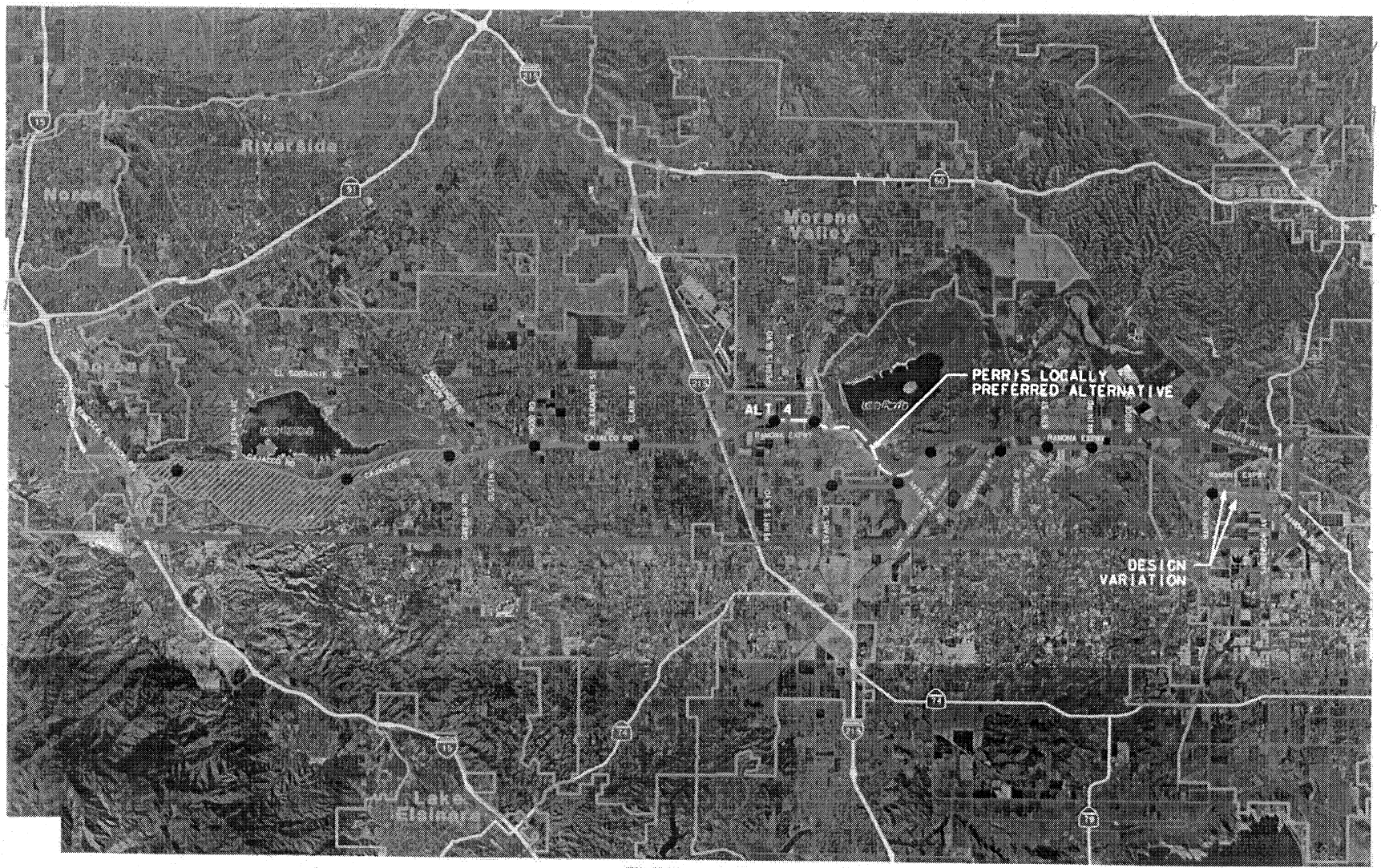
Alt. No.	Alt. Name	Description	Comments
2	North Lake Mathews/North Perris Alternative	Provide a 6- to 8-lane controlled access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. This alternative was eliminated due to concerns from MWD regarding proximity to the Lake Mathews Dam and MWD facilities as stated in a letter dated May 13th, 2005.
3	North Lake Mathews/South Perris Alternative	Provide a 6- to 8-lane controlled access facility north of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. This alternative was eliminated due to concerns from MWD regarding proximity to the Lake Mathews Dam and MWD facilities as stated in a letter dated May 13th, 2005.

SUMMARY OF ALTERNATIVES RENUMBERED

Alt. No.	Alt. Name	Description	Comments
8 – (renumbered to refer to as 1B)	GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	NEPA No Action Alternative including foreseeable future actions, renumbered to Alternative 1B

ATTACHMENT 3
SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION
AND
SUMMARY OF ALTERNATIVES RENUMBERED

This page intentionally left blank



LEGEND
- Alignment Study Area
- Alternative 4
- Perris Locally Preferred Alternative
- Service Interchange with Local Streets
- City Boundary
- MCP Study Area
- Local Streets
- System Interchange

NOTE: STATIONING IS IN METRIC UNITS.

3200 0 3200 M

1 MILE 2 MILE

FOR DISCUSSION PURPOSES ONLY

THIS MAP IS A DRAFT DOCUMENT ONLY AND WAS NOT TO BE MODIFIED BY ANY OF THEIR REPRESENTATIVE. NOT FOR PUBLIC DISTRIBUTION OR REVIEW.

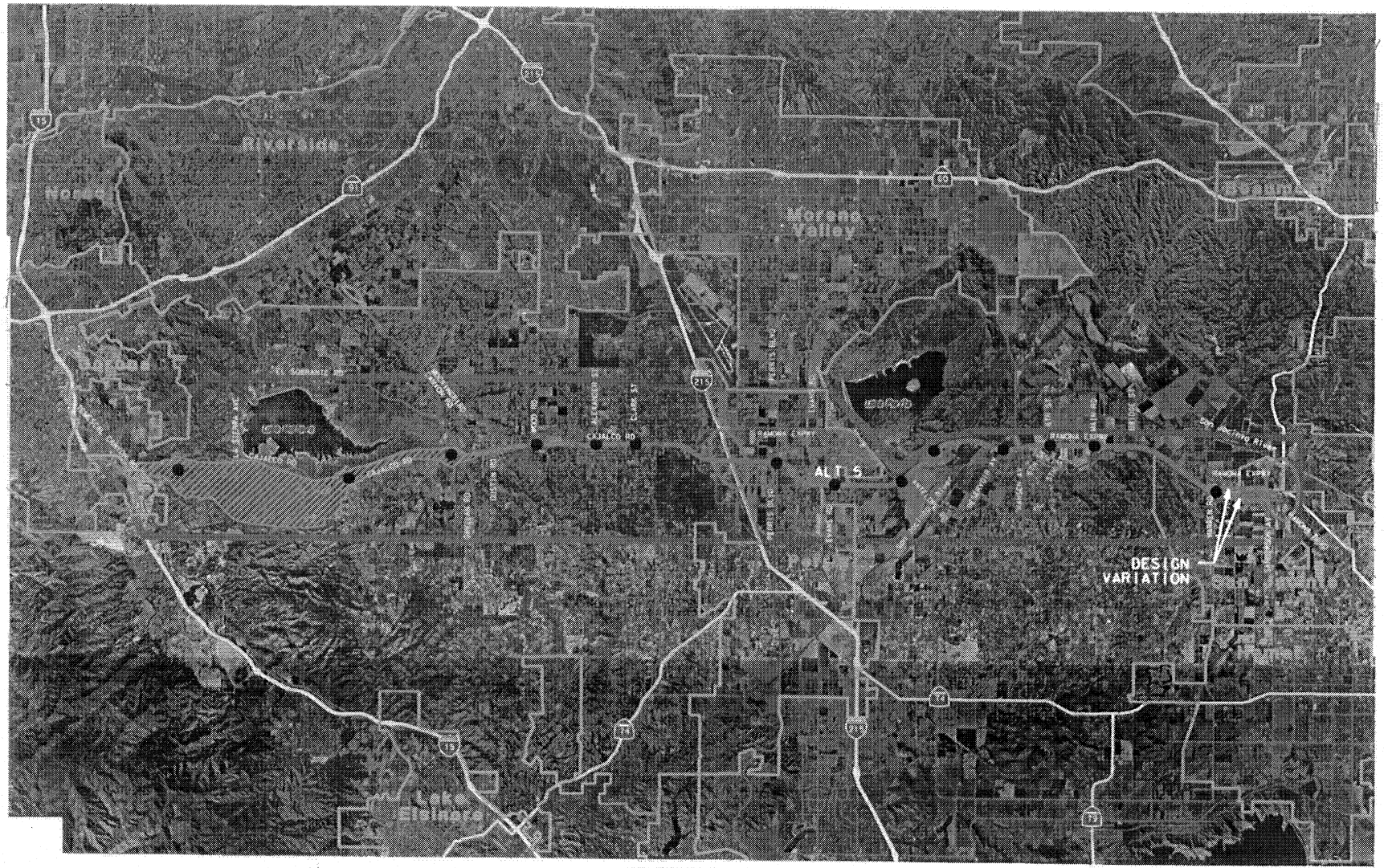
9/15/2005

SOURCE OF AERIAL PHOTO: EAGLE AERIAL, MARCH 2004

ATTACHMENT 4 - FIGURE A

MID COUNTY PARKWAY
ALTERNATIVE 4
SOUTH LAKE MATHEWS/NORTH PERRIS

This page intentionally left blank



LEGEND
- Alignment Study Area
- Alternative 5
- Service Interchange with Local Streets
- City Boundary
- MCP Study Area
- Local Streets
- System Interchange

NOTE: STATIONING IS IN METRIC UNITS.
-1600 M 0 1600 M
1/2 MILE 1 MILE

N W E S

SOURCE OF AERIAL PHOTOS: TAHOE AERIAL, MARCH 2004

ATTACHMENT 4 - FIGURE B

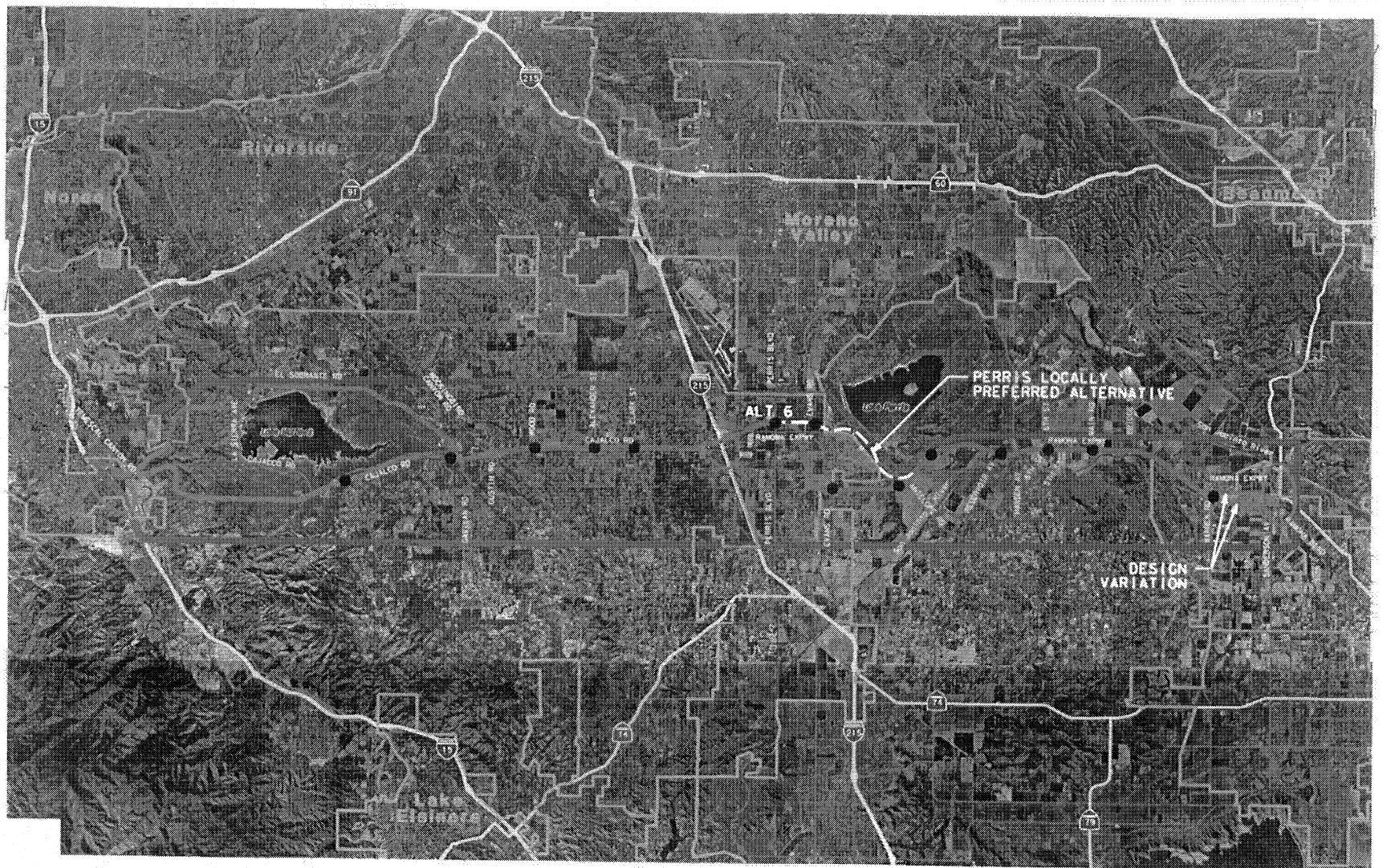
FOR DISCUSSION PURPOSES ONLY

THIS MAP IS A DRAFT DOCUMENT ONLY AND HAS YET TO BE VERIFIED BY FHWA OR THEIR REPRESENTATIVE AND FOR PUBLIC DISTRIBUTION OR REVIEW.

SHEET 2 OF 5

MID COUNTY PARKWAY
ALTERNATIVE 5
SOUTH LAKE MATHEWS/SOUTH PERRIS

This page intentionally left blank


PERRIS LOCALLY PREFERRED ALTERNATIVE
ALT 6
DESIGN VARIATION
Riverside
Moreno Valley
Perris
Lake Elsinore
Lake Mathews
Alessandro Blvd
Cajalco Rd
Harley Knox Blvd
Ramona Expy
Nuevo Rd
Placentia Ave
Perris Blvd
Redlands Blvd
Evans Rd
Wilson Ave
Mid County Parkway
Mid County Parkway
Mid County Parkway

This page intentionally left blank

LEGEND
Alternative 7
Service Interchange with Local Streets
City Boundary
MCP Study Area
Local Streets
System Interchange

NOTE: Alternative 7 there will be a new North and South Roadway Around Lake Mathews

NOTE: STATIONING IS IN METRIC UNITS
3200 M 0 3200 M
2 MILE 2 MILE
N W E S

FOR DISCUSSION PURPOSES ONLY
THIS MAP IS A DRAFT DOCUMENT ONLY AND HAS NOT BEEN ADOPTED BY RCTC OR THEIR REPRESENTATIVE. NOT FOR PUBLIC DISTRIBUTION OR REVIEW.
9/13/2005

SOURCE OF AERIAL PHOTOS: EAGLE AERIAL, MARCH 2004

ATTACHMENT 4 - FIGURE D

MID COUNTY PARKWAY
ALTERNATIVE 7
GENERAL PLAN/SOUTH PERRIS

This page intentionally left blank

ATTACHMENT 4 - FIGURE E

MID COUNTY PARKWAY
ALTERNATIVE 9
FULL MWD AVOIDANCE ALTERNATIVE
FAR SOUTH/SOUTH PERRIS

This page intentionally left blank

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814

October 19, 2005

RECEIVED
OCT 21 2005
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

IN REPLY REFER TO
HDA-CA
File # Mid County Parkway Project
Document # P53366

Ms. Lisa Hanf
Federal Activities Office
U.S. Environmental Protection Agency Region 9
75 Hawthorne Street
San Francisco, CA 94105

Subject: Request for Preliminary Agreement on Revised Range of Alternatives for the Mid County Parkway Project, Riverside County

Dear Ms. Hanf:

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) have developed a revised range of alternatives for the Mid County Parkway project (formerly known as Cajalco Ramona Corridor) in Riverside County. Pursuant to the National Environmental Policy Act/Clean Water Act Section 404 Memorandum of Understanding (MOU), and on the behalf of the transportation agencies, FHWA requests preliminary agreement on the revised range of alternatives, as shown in the enclosures.

The project team, through the efforts of the Small Working Group (SWG) and SWG Subcommittee, originally identified eight alternatives to be presented to the public and to public agencies during the environmental scoping process, which was initiated in November, 2004. These original eight alternatives are summarized in Attachment 1.

As a result of the public scoping process, initial engineering and environmental studies, value analysis studies conducted by Caltrans, and input received from the Metropolitan Water District and the State Department of Water Resources, FHWA and the transportation agencies are now proposing a revised range of alternatives to be evaluated in the environmental technical studies for the Mid County Parkway. The revised range of alternatives and the rationale for addition, deletion, and modification to the original range of alternatives, along with maps of each alternative is presented in Attachments 2, 3 and 4. Your agency has received a detailed package of information documenting the environmental, engineering, and logistical considerations that were made in developing the revised range of alternatives (information packages distributed by RCTC's consultants on August 10 and October 19, 2005).

BUCKLE UP AMERICA

FHWA, Caltrans, and RCTC greatly appreciate your ongoing involvement in the Mid County Parkway project. Following your formal preliminary agreement on the revised range of alternatives to be considered during the technical studies, we look forward to continuing to work with you in the analysis of project alternatives. At the conclusion of the technical studies, Chapters 1 and 2 (Purpose and Need and Project Alternatives, respectively) of the Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) will be circulated to the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, and the U.S. Fish and Wildlife Service for Final Agreement on Purpose and Need, and Alternatives Selection. Final Agreement is required prior to the development and subsequent circulation of the draft EIS/EIR to the public.

We are requesting your agency's written response on concurrence within 45 days in accordance with the provisions of the MOU. If you have any questions, please contact Tay Dam, Senior Project Development Engineer, at (213) 202-3954 or Larry Vinzant, Senior Environmental Specialist, at (916) 498-5040. You may also contact them via e-mail at tay.dam@fwha.dot.gov and/or larry.vinzant@fhwa.dot.gov.

Sincerely,

For
Gene Fong
Division Administrator

ATTACHMENT 1
NOI/NOP
ALTERNATIVES SUMMARY

Alt. No.	Alt. Name	Description	Reason for Including/Issues
1	No Project/No Action	2035 traffic on the planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today	
2	North Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
3	North Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled access facility north of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
4	South Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled access facility south of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
5	South Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled access facility south of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
6	General Plan/North Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 10-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
7	General Plan/South Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 10-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
8	GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	

ATTACHMENT 1
NOI/NOP
ALTERNATIVES SUMMARY

ATTACHMENT 2
SUMMARY OF ALTERNATIVES
TO MOVE FORWARD INTO TECHNICAL STUDIES

Alt. No.	Alt. Name	Description	Comments
1 - 1A	No Project/No Action- Existing/Ground Conditions	2035 traffic on the planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today	CEQA No Project Alternative comparing the proposed plan to existing conditions ("plan to ground" comparison)
1B (formerly Alt 8)	No Project/No Action- GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	NEPA No Action Alternative including foreseeable future actions, formerly Alternative 8
4	South Lake Mathews/North Perris Alternative	Provide a 6- to 8-lane controlled access facility south of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. A portion of the North Lake Perris alignment has been replaced with a design variation adjacent to Lake Perris, named Perris Drain Design Variation Alignment. This portion of the North Lake Perris alignment was replaced due to concerns from DWR regarding proximity to the Lake Perris Dam as stated in a letter dated August 19th, 2005. The portion of the North Lake Perris alignment adjacent to the Lake Perris Dam is the City of Perris's locally preferred alignment. The City of Perris is currently considering the constraints adjacent to the Lake Perris Dam and the information from DWR. Elimination of the North Perris Alignment adjacent to the Lake Perris Dam is pending action by the City of Lake Perris to rescind its designation of the North Perris alignment as their preferred alternative.
5	South Lake Mathews/South Perris Alternative (at Rider Street)	Provide a 6- to 8-lane controlled access facility south of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
6	General Plan/North Perris Alternative	Implementation of arterial improvements included in General Plan, including a 4-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 6- to 8-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan, but still requires MWD amendment. A portion of the North Lake Perris alignment has been replaced with a design variation adjacent to Lake Perris, named Perris Drain Design Variation Alignment. This portion of the North Lake Perris alignment was replaced due to concerns from DWR regarding proximity to the Lake Perris Dam as stated in a letter dated August 19th, 2005. The portion of the North Lake Perris alignment adjacent to the Lake Perris Dam is the City of Perris's locally preferred alignment. The City of Perris is currently considering the constraints adjacent to the Lake Perris Dam and the information from DWR. Elimination of the North Perris Alignment adjacent to the Lake Perris Dam is pending action by the City of Lake Perris to rescind its designation of the North Perris alignment as their preferred alternative.
7	General Plan/South Perris Alternative	Implementation of arterial improvements included in General Plan, including a 4-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 6- to 8-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan, but still requires MWD Amendment.
9 New Alternative	Full MWD Avoidance Alternative - Far South/South Perris Alternative (at Rider Street or Placnetia Street)	Provide a 4- to 6-lane controlled access facility south of Lake Mathews and south of Mead Valley, and a 6- to 8-lane controlled access facility on the southerly alignment through Perris	Identified by Caltrans Value Analysis process as an MWD reserve avoidance alternative. Replaces Alt 2 and Alt 3. This Alternative has design variations for connection to Perris South Alignment, named Rider and Placentia Design Variation Alignments.

Note: All Build Alternatives have a design variation between Warren Road and SR-79, the new San Jacinto connection to SR-79 Alignment.

ATTACHMENT 2
SUMMARY OF ALTERNATIVES
TO MOVE FORWARD INTO TECHNICAL STUDIES

ATTACHMENT 3

SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

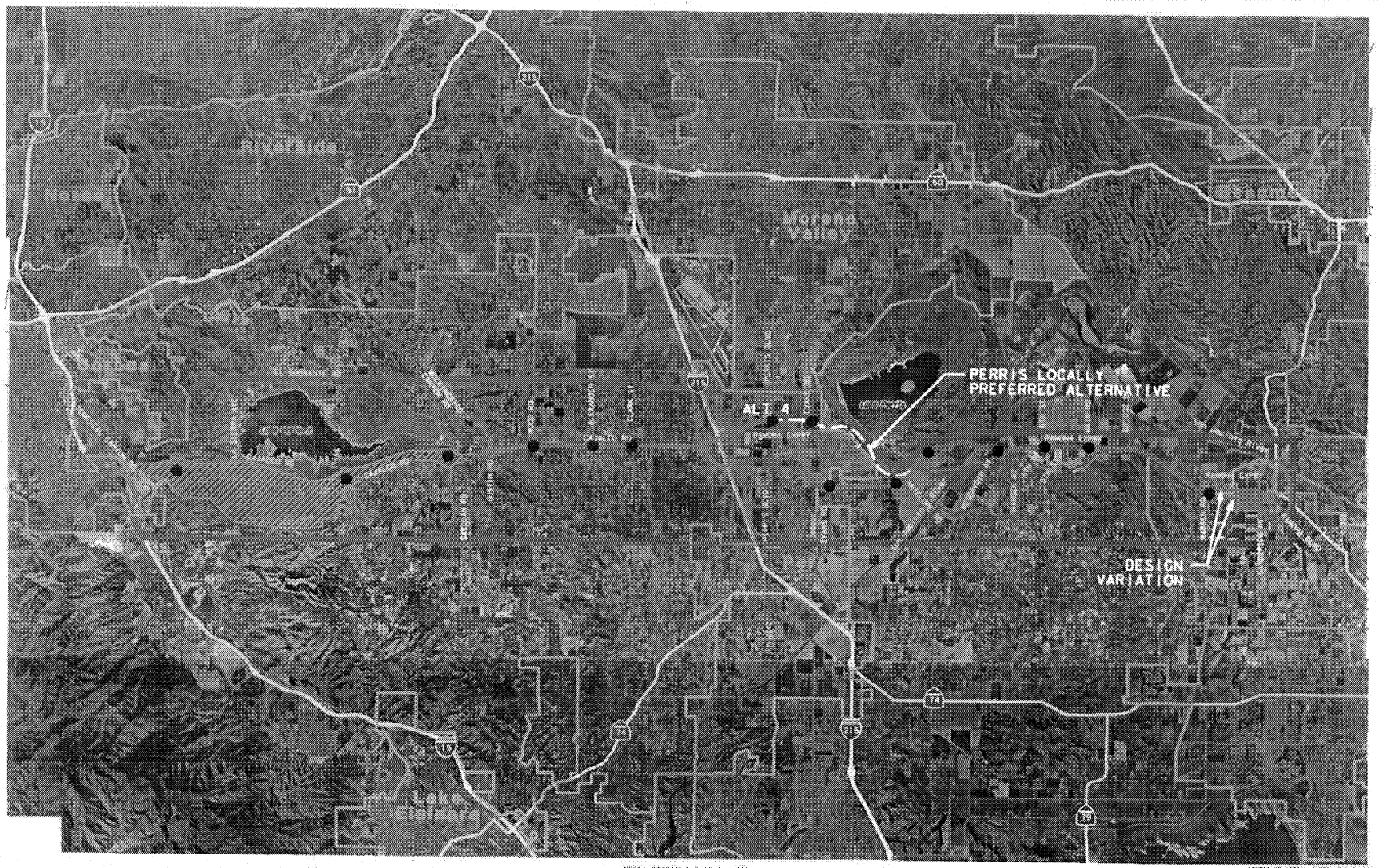
Alt. No.	Alt. Name	Description	Comments
2	North Lake Mathews/North Perris Alternative	Provide a 6- to 8-lane controlled access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. This alternative was eliminated due to concerns from MWD regarding proximity to the Lake Mathews Dam and MWD facilities as stated in a letter dated May 13th, 2005.
3	North Lake Mathews/South Perris Alternative	Provide a 6- to 8-lane controlled access facility north of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. This alternative was eliminated due to concerns from MWD regarding proximity to the Lake Mathews Dam and MWD facilities as stated in a letter dated May 13th, 2005.

SUMMARY OF ALTERNATIVES RENUMBERED

Alt. No.	Alt. Name	Description	Comments
8 – (renumbered to refer to as 1B)	GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	NEPA No Action Alternative including foreseeable future actions, renumbered to Alternative 1B

ATTACHMENT 3
SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION
AND
SUMMARY OF ALTERNATIVES RENUMBERED

This page intentionally left blank



FOR DISCUSSION PURPOSES ONLY

5/18/2005

ATTACHMENT 4 - FIGURE A

MID COUNTY PARKWAY
ALTERNATIVE 4
SOUTH LAKE MATHEWS/NORTH PERRIS

This page intentionally left blank

LEGEND
Alignment Study Area
Alternative 5
Service Interchange with Local Streets
City Boundary
MCP Study Area
Local Streets
System Interchange

NOTE: STATIONING IS IN METRIC UNITS.
3200 M 0 5200 M
2 MILES 2 MILE

SOURCE OF AERIAL PHOTOS: EAGLE AERIAL, 2004

FOR DISCUSSION PURPOSES ONLY

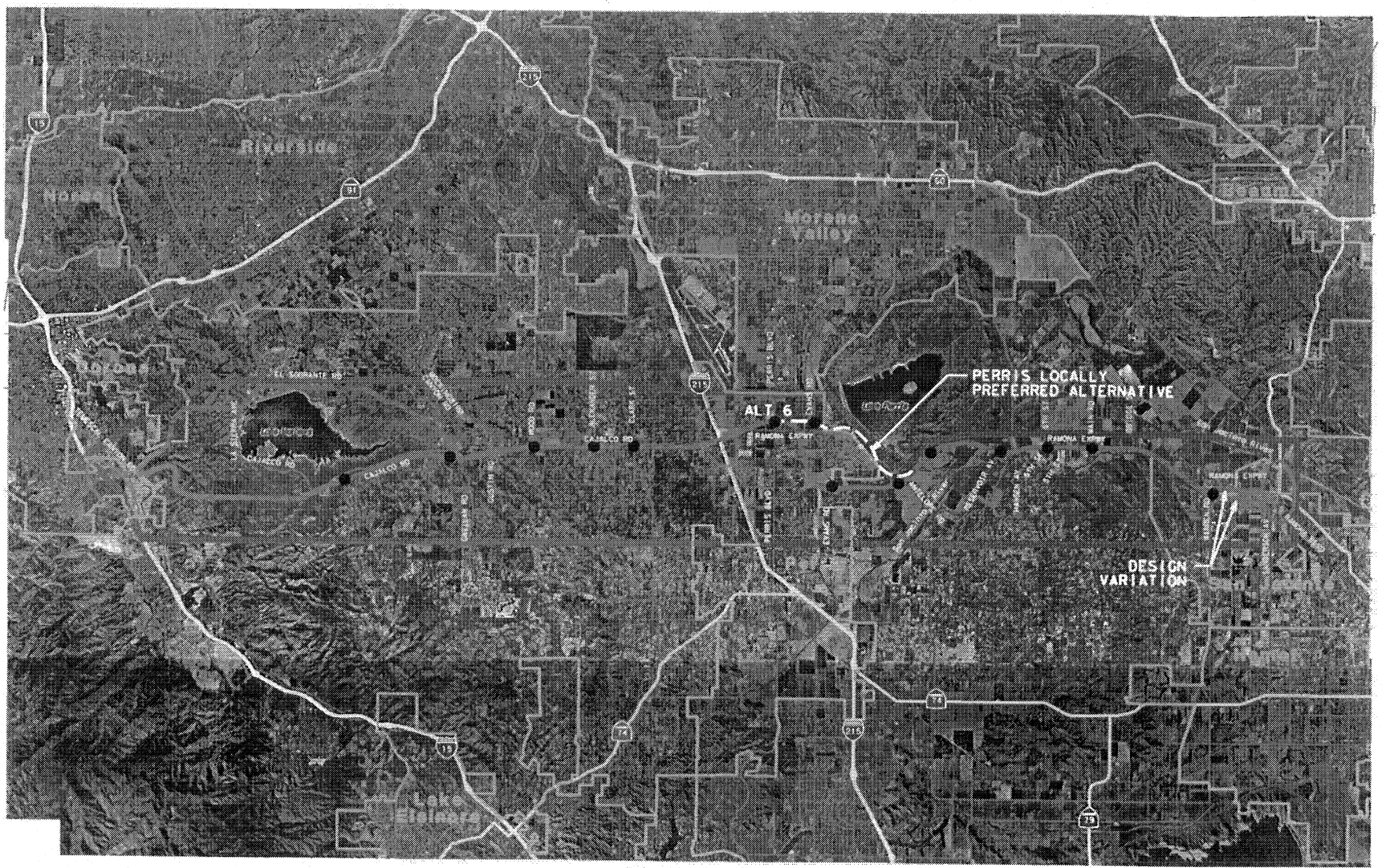
THIS MAP IS A DRAFT DOCUMENT ONLY AND HAS NOT TO BE VERIFIED AS TRUE OR EXACT REPRESENTATION. NOT FOR PUBLIC DISTRIBUTION OR REVIEW.

9/13/2005

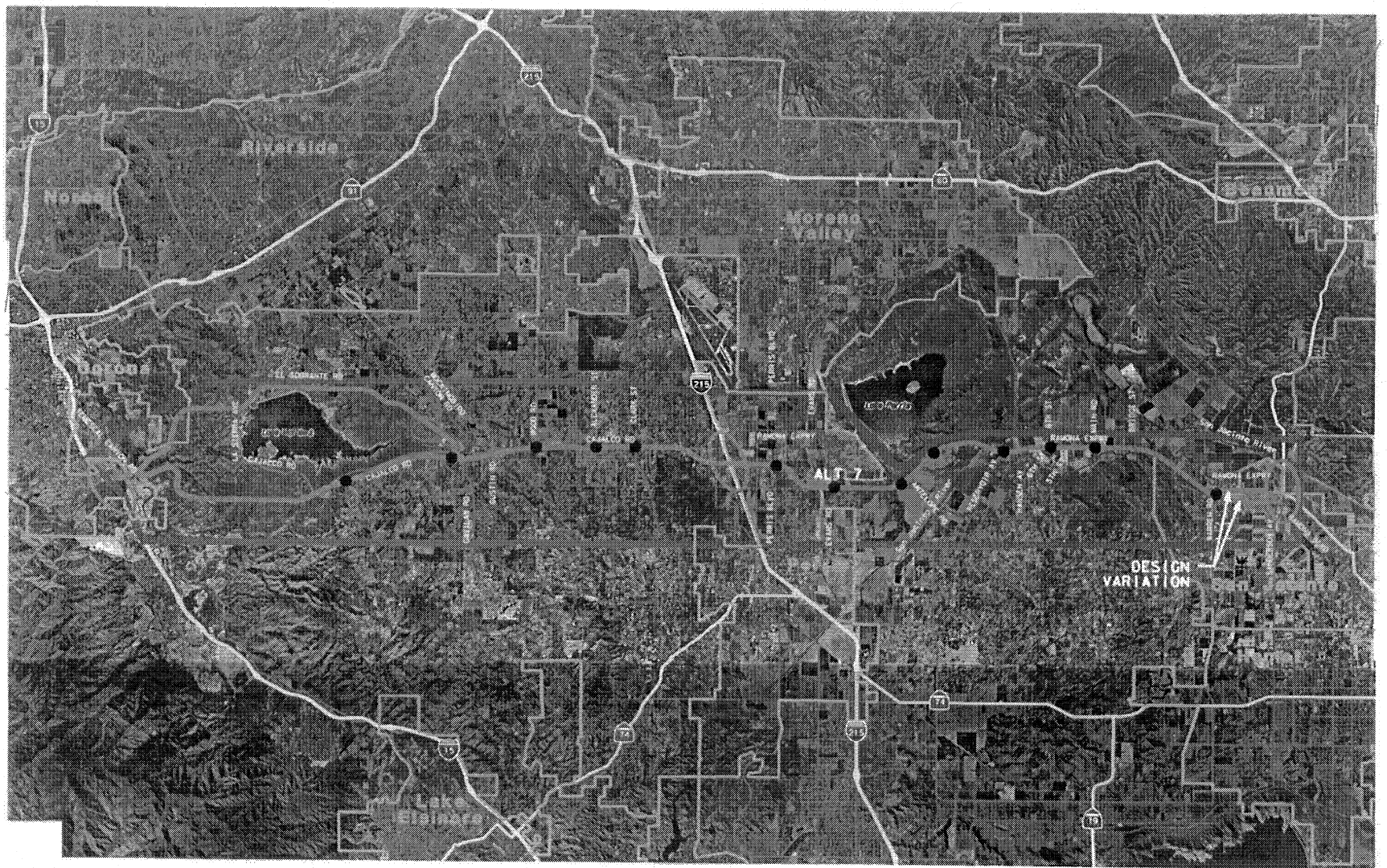
ATTACHMENT 4 - FIGURE B

MID COUNTY PARKWAY
ALTERNATIVE 5
SOUTH LAKE MATHEWS/SOUTH PERRIS

This page intentionally left blank


PERRIS LOCALLY PREFERRED ALTERNATIVE
ALT 6
DESIGN VARIATION
Riverside
Moreno Valley
Perris
Lake Mathews
Lake Perris
Ramona Expy
Nuevo Rd
Harley Knox Blvd
Cajalco Rd
El Sobrante Rd
Cactus Ave
Alessandro Blvd
Van Buren Blvd
Iris Ave
Oleander Ave
Perris Blvd
Redlands Blvd
Wilmot St
Webster Ave
Evans Rd
Theodore St
Kitching St
Frederick St
Lasselle St
Day St
Moreno Beach Dr
Indian St
Heacock St
Perry St
Patterson Ave
Quincy St
Sunnymead Blvd
Graham St
Dracaea Ave
Edgemont
Moreno
Sunnymead
Mead Valley
Good Hope
Woodcrest
Orangecrest
Meadowbrook
Mockingbird Canyon
Lake Matthews/Woodcrest
Reche Canyon/Barton Peak
Box Spring Mountains
Reservation
Bureau of Land Management
Metropolitan Water District
Eastern Municipal Water District
Riverside County Flood Control and Water Conservation District
Riverside County Regional Park and Open-Space District
Riverside County Transportation Commission
Riverside County Waste Management Department
Riverside County Habitat Conservation Agency
Riverside County Integrated Project
Riverside County Information Technology
Riverside County Economic Development Agency
Riverside County Department of Environmental Health
Riverside County Department of Public Social Services
Riverside County Department of Mental Health
Riverside County Department of Public Health
Riverside County Department of Child Services
Riverside County Department of Animal Services
Riverside County Department of Waste Resources
Riverside County Department of Building and Safety
Riverside County Department of Code Enforcement

This page intentionally left blank



LEGEND
Alternative 7
Service Interchange with Local Streets
City Boundary
MCP Study Area
Local Streets
System Interchange

NOTE: Alternative 7 there will be a new North and South Roadway Around Lake Mathews

NOTE: STATIONING IS IN METRIC UNITS
3200 M 0 3200 M
2 MILE 2 MILE

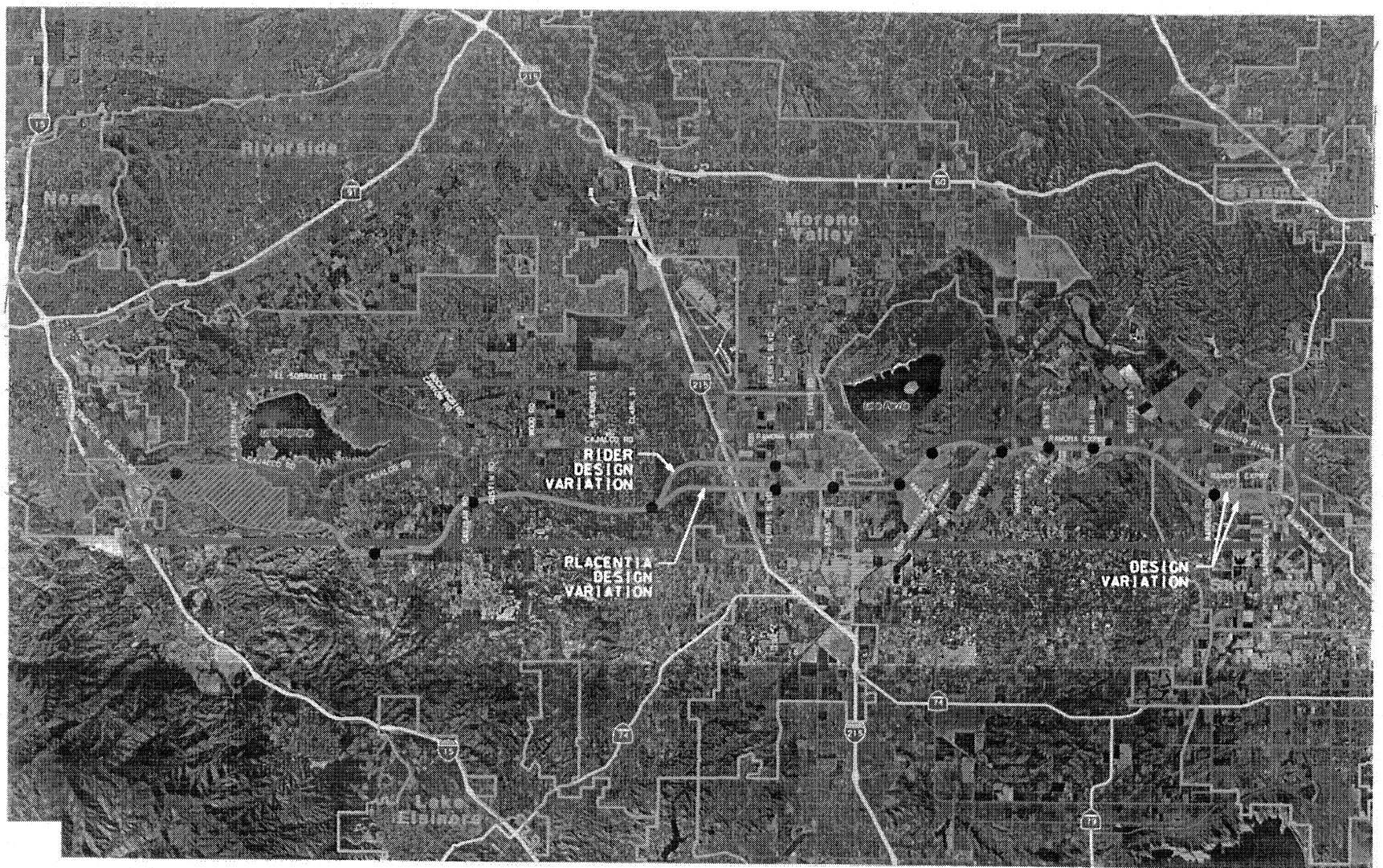
FOR DISCUSSION PURPOSES ONLY
THIS MAP IS A DRAFT DOCUMENT ONLY AND HAS NOT TO BE MODIFIED BY ACTS OF THEIR REPRESENTATIVE. NOT FOR PUBLIC DISTRIBUTION OR REVIEW.
9/13/2005

SOURCE OF AERIAL PHOTOS: EARTH AERIAL, MARCH 2004

ATTACHMENT 4 - FIGURE D

MID COUNTY PARKWAY
ALTERNATIVE 7
GENERAL PLAN/SOUTH PERRIS

This page intentionally left blank



SOURCE OF AERIAL PHOTO: EAGLE AERIAL, MARCH 2004

ATTACHMENT 4 - FIGURE E

MID COUNTY PARKWAY
ALTERNATIVE 9
FULL MWD AVOIDANCE ALTERNATIVE
FAR SOUTH/SOUTH PERRIS

This page intentionally left blank

75003 CB

United States Department of the Interior

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

RECEIVED
DEC 12 2005
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

In Reply Refer To:
FWS-WRIV-4214.4

DEC 9 2005

Mr. Gene F. Fong
Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, California 95814

Re: Preliminary Agreement Pursuant to the NEPA/404 MOU Process on Revised Range of Alternatives for the Mid County Parkway Project, Riverside County, California

Dear Mr. Fong:

This letter responds to your letter of October 19, 2005, requesting preliminary agreement in writing, pursuant to the National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Surface Transportation Projects (NEPA/404 MOU process) projects in Arizona, California, and Nevada, on the revised range of alternatives for the Mid County Parkway project. As we indicated to you in letter dated September 28, 2004, our agency rejoined this integration process for the subject project after workload constraints associated with the processing of the incidental take permit for the Western Riverside County Multiple Species Habitat Conservation Plan ended. Nonetheless, after taking part in several meetings before and after our September letter, it became clear that substantial progress and project development had occurred during our extended absence. Because the concurrence points prescribed in the NEPA/404 MOU are predicated on one another and we were not involved in developing the purpose and need statement or the preliminary project alternatives, we believe that the planning effort has advanced beyond the point where our formal concurrence would facilitate the integration process anticipated in the NEPA/404 MOU. Consequently, and as we indicated verbally in meetings (i.e., informal meeting with the Riverside County Transportation Commission (RCTC) and California Department of Fish and Game on September 14, 2004; Small Working Group meetings on August 18, and September 21, 2004) and on conference calls (i.e., RCTC on October 17, 2005), our agency is participating only on an informal basis in the NEPA/404 MOU process. We will continue to provide technical assistance when requested, particularly in relation to potential project-related effects to federally listed species and existing habitat conservation plans.

TAKE PRIDE IN AMERICA

We look forward to informally assisting your agency and the local project sponsor, RCTC, in the transportation planning process. If you have any question regarding this letter, please contact Doreen Stadtlander of this office at (760) 431-9440.

Sincerely,

Karen A. Goebel
Assistant Field Supervisor

cc:
Susan Meyer, ACOE, Los Angeles, CA
Steven John, EPA, Los Angeles, CA
Matthew Lakin, EPA, San Francisco, CA
Cathy Bechtel, RCTC, Riverside, CA
Marie Petry, Caltrans, San Bernardino, CA

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

December 8, 2005

REPLY TO
ATTENTION OF:
Regulatory Branch

Mr. Gene K. Fong
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
California Division
650 Capitol Mall, Suite 4-100
Sacramento, California 95814

Dear Mr. Fong:

This letter responds to your request dated October 19, 2005 and received in our office October 21, 2005 for the U.S. Army Corps of Engineers to provide our preliminary agreement on the revised range of alternatives to be evaluated in the environmental technical studies for the Environmental Impact Statement/Environmental Impact Report ("EIS/EIR") for the Mid County Parkway Project, located in western Riverside County, California. As a cooperating agency on the preparation of the draft EIS/EIR, we have an interest in and responsibility to ensure that the range of alternatives is reasonable and aptly robust to enable sound decisions for both the National Environmental Policy Act evaluation process as well as the Clean Water Act Section 404(b)(1) alternatives analysis.

In consideration of the preliminary aquatic resources data, the engineering and logistical constraints, and other relevant project information provided to us in October 2005, we offer our preliminary agreement on the range of alternatives that will undergo technical evaluation. This preliminary agreement is provided in accordance with the 1994 NEPA/404 Integration Process Memorandum of Understanding.

If you have any questions, please contact Ms. Susan A. Meyer of my staff at (213) 452-3412. Please refer to this letter and 200100537-SAM in your reply.

Sincerely,

"ORIGINAL SIGNED BY "

David J. Castanon
Chief, Regulatory Branch

This page intentionally left blank

74997 CB

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

RECEIVED
DEC 12 2005
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

November 28, 2005

Gene Fong
Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Subject: Request for Preliminary Agreement on the Revised Range of Alternatives for the Mid County Parkway Project, Riverside County, California

Dear Mr. Fong:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Highway Administration's (FHWA) request for preliminary agreement on the revised range of alternatives for the Mid County Parkway (MCP) Project in Riverside County, California, sent October 19, 2005. This request is pursuant to Appendix A of the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU).

EPA offers our preliminary agreement on the revised range of alternatives, as described in the *MCP Alternatives Refinement Recommendation*, dated October 10, 2005, and the accompanying maps, letters, and alignment comparison matrices. EPA commends the project sponsors, Riverside County Transportation Corporation, California Department of Transportation, and FHWA, for their detailed quantification of potential environmental impacts, as shown in Attachment 6, as well as their thorough description of constraints, anticipated traffic needs for Cajalco Road, and logical termini for the Far South Alignment.

As noted in our previous letter of preliminary agreement on the range of alternatives (November 4, 2004), EPA agrees that the MCP Project Team should evaluate the proposed interchange locations, as depicted in Figures E, F, G, H, I, and J, and including those listed in Table 2 of the *MCP Alternatives Refinement Recommendation*. We intend to examine the locations and impacts of the proposed interchanges prior to our final concurrence on project alternatives under the NEPA/404 MOU.

Printed on Recycled Paper

EPA appreciates the opportunity for early involvement in the development of this project and looks forward to continued review of technical studies related to the development of the Draft Environmental Impact Statement as the next step in the NEPA/404 integration process. If you have any questions, please contact me or Matthew Lakin of my staff at (415) 972-3851 or Lakin.Matthew@epa.gov.

Sincerely,

for Duane James, Manager
Environmental Review Office
Communities and Ecosystems Division

Cc: Tay Dam, Federal Highway Administration
Cathy Bechtel, Riverside County Transportation Commission
Susan Meyer, Army Corps of Engineers
Doreen Stadtlander, U.S. Fish and Wildlife Service
Marie Petry, Caltrans District 8

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Office of the General Counsel

April 18, 2007

Via Electronic Mail & Federal Express

Ms. Cathy Bechtel
Riverside County
Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Re: Mid County Parkway Project

Dear Ms. Bechtel:

The Metropolitan Water District of Southern California (Metropolitan) is writing to comment on the Riverside County Transportation Commission's (RCTC) proposed alignments for its Mid County Parkway (MCP or project).

As you know, Metropolitan has worked cooperatively with RCTC on its consideration of alternative routes for, and environmental study of, the MCP. We understand that RCTC is preparing to issue its draft environmental impact report/environmental impact statement (Draft EIR/EIS) soon, and wanted to reiterate Metropolitan's comments and concerns regarding the project at this critical juncture. Enclosed and incorporated by reference are copies of prior correspondence that set forth Metropolitan's position on the project.

In summary, Metropolitan's primary concerns with the proposed MCP are:

a. Impacts to Lake Mathews reserve lands and associated conservation, mitigation, and management pursuant to agreements with U.S. Fish and Wildlife Service, California Department of Fish and Game, and Riverside County Habitat Conservation Agency, including the Lake Mathews Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP or reserve).

b. Impacts to the Lake Mathews watershed, including impacts to Metropolitan's Cajalco Creek Dam and adjunct detention basins and other existing and future facilities necessary to control urban runoff into Lake Mathews in order to meet water quality requirements. Any alignments within the Lake Mathews watershed should incorporate the existing requirements of the Lake Mathews Water Quality & Drainage Management Plan, which is an agreement that was executed between the Riverside County Flood Control and Water Conservation District and Metropolitan to preserve and enhance the water quality within Lake Mathews.

c. The protection of Metropolitan's existing large diameter distribution system and related facilities from potential impacts caused by the proposed MCP. The main facilities affected by these proposed alignments include: the Colorado River Aqueduct; Perris Valley Siphon Nos. 1 and 2; Lakeview pipeline; Bernasconi Tunnels Nos. 1 and 2; Inland Feeder; 1st Barrel Casa Loma Siphon; Upper Feeder pipeline; Lower Feeder pipeline; Temescal Power Plant; Lake Perris Bypass and its associated pipeline, Perris Power Plant and Pressure Control Facility; Lake Mathews and its associated power plant, dams and facilities; Chemical Unloading Facility; and the approved Central Pool Augmentation project and its associated future water treatment plant at Eagle Valley and the future water distribution system leaving Eagle Valley.

d. Homeland security and related access issues to Metropolitan facilities, security gates, and detention basins in and around the proposed project.

Metropolitan requests that RCTC choose an alignment that addresses these concerns by avoiding any impacts to the reserve and operational lands, and by avoiding or minimizing impacts to Metropolitan's facilities. Based on a review of the preliminary data provided by RCTC, only Alternative 9 (the southernmost route) avoids the reserve, and has the fewest impacts on Metropolitan's facilities. Enclosed for reference is a map showing the proposed MCP alignments, including Alternative 9, in relation to the reserve and Metropolitan's major facilities.

Impacts to the Reserve

As we have stated repeatedly in the past, Metropolitan cannot support or sanction any alternative that enters or impacts the reserve in any way. The MSHCP/NCCP encompasses about 5,110 acres of land surrounding Lake Mathews, including the lands in the State Ecological Reserve. These lands are protected for their benefit to endangered, threatened or sensitive species and provide the basis for Endangered Species Act compliance for Metropolitan projects located in Riverside County.

To ensure protection of these lands, Metropolitan recorded a conservation easement that precludes the use of the property in a manner that could adversely affect its values for conservation purposes. Any activities or use of reserve lands for the MCP is incompatible with these conservation commitments, and Metropolitan is precluded from authorizing such activities and use of the reserve. For these reasons, Metropolitan opposes the MCP alignments that would enter and/or impact the reserve in any way.

Impacts to Metropolitan Facilities

Metropolitan is also concerned about impacts to its facilities and their operation, as set forth in detail in the enclosed correspondence. In short, all of the proposed MCP alignments, including Alternative 9, would impact Metropolitan facilities. In addition, all alignments have the potential to affect how these facilities are operated. RCTC must carefully analyze the potential impacts, including but not limited to those from increased lateral and vertical loading, induced settlement, impacts to operations of the facilities, and altered drainage patterns. See, for example, the enclosed September 28, 2006 and March 29, 2007 correspondence for more detail on this subject. Any proposals to realign or accommodate Metropolitan's facilities, including the costs of such accommodations, are potentially significant and should be analyzed in detail by RCTC. We welcome the opportunity to provide information relevant to this analysis upon your request.

Metropolitan respectfully requests that you address all of the foregoing concerns in the Draft EIR/EIS. We look forward to continuing our cooperative work with RCTC on the MCP.

If you have any questions, please feel free to contact John Shamma at (213) 217-6409 or me at (213) 217-6533.

Sincerely,

Karen L. Tachiki
General Counsel

Catherine M. Stites
Deputy General Counsel

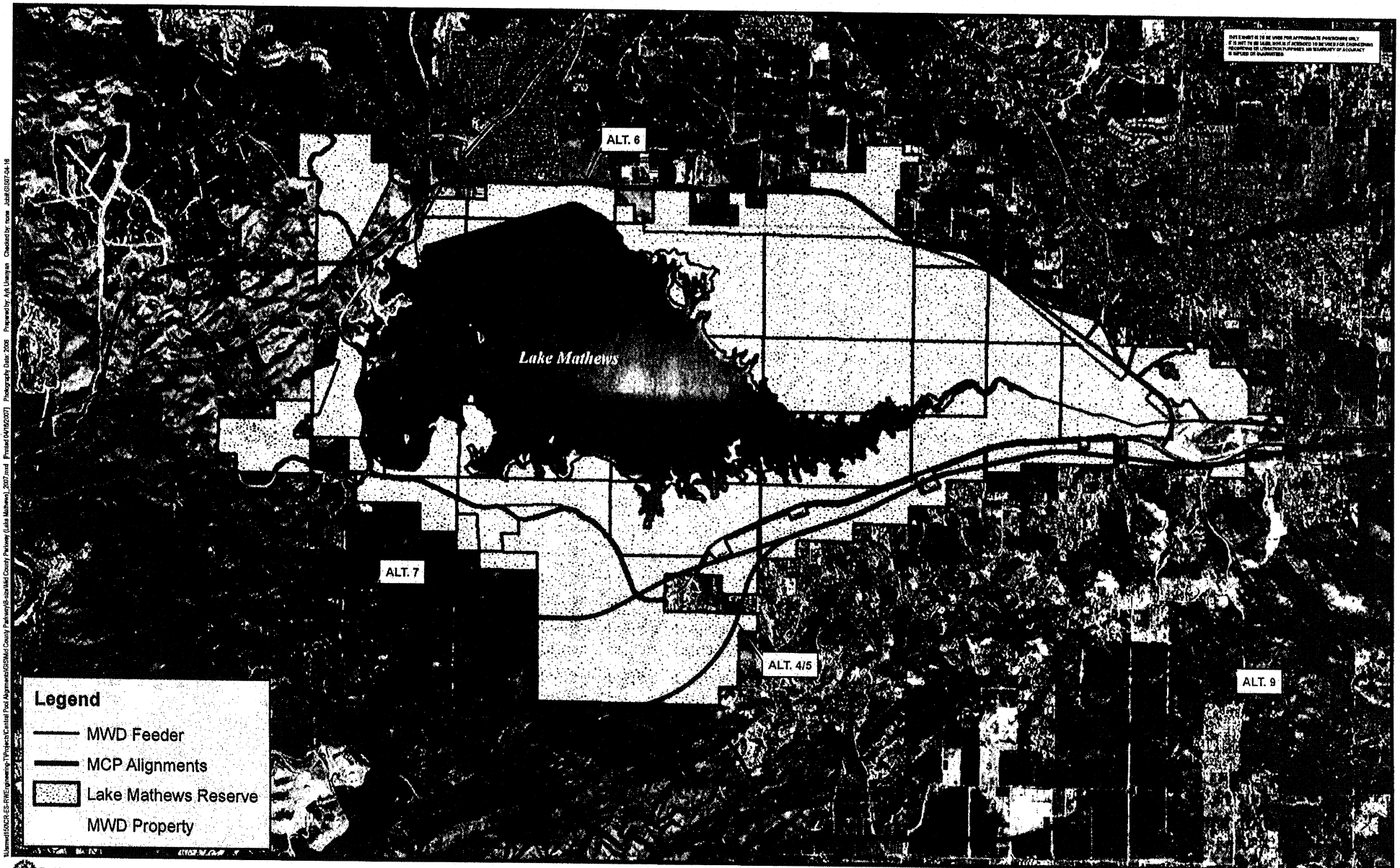
CMS/tjm
Enclosures

cc: Mr. John Shamma, P.E., Metropolitan (w/o encls.)
Mr. Hideo Sugita, RCTC Deputy Executive Director (w/encls.)

cc: Merideth Cann, P.E. (w/encls.)
Charles V. Landry, P.E. (w/encls.)
Jacobs Engineering Group Inc.
3850 Vine Street, Suite 120
Riverside, CA 92507

Mr. Rob McCann (w/encls.)
LSA Associates, Inc.
20 Executive Park
Suite 200
Irvine, CA 92614

Karin Louise Watts Bazan, Esq. (w/encls.)
Office of the Riverside County Counsel
3535 10th Street, Suite 300
Riverside, CA 92501



The Metropolitan Water District of Southern California
Right of Way Engineering, GIS Mapping

Mid County Parkway Alternatives
Lake Mathews

Feet
0 3,000 6,000

This page intentionally left blank

November 3, 2003

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Dear Ms. Bechtel:

Riverside County Transportation Commission November 5, 2003 Meeting

The Metropolitan Water District of Southern California (Metropolitan) has received an invitation and draft agenda for a meeting with Riverside County Supervisors Tavaglione and Ashley, scheduled for November 5, 2003. Metropolitan also understands that a number of senior staff from the Riverside County Transportation Commission will also be in attendance. Metropolitan appreciates this opportunity to discuss areas of mutual interest as we focus on developing comprehensive management plans and policies within western Riverside County.

The draft agenda received from the Riverside County Transportation Commission offices focuses on a number of key areas, including:

a. Proposed transportation corridor adjacent to Lake Mathews

b. The County of Riverside Multi-Species Habitat Conservation Plan (MSHCP) and related issues in considering a Memorandum of Understanding (MOU) between Riverside County and Metropolitan on management of existing and proposed reserves

c. Diamond Valley Lake land use and annexation agreement issues

Metropolitan's engineering staff has been coordinating closely with your office on tentative plans to construct a transportation corridor proposed to run east-west generally in alignment with Ramona Expressway and Cajalco Road from San Jacinto to the I-15 in southeast Corona. The most recent proposal indicates that the corridor is planned south of Metropolitan's Lake Mathews.

Metropolitan's primary concerns with the proposed Ramona/Cajalco Corridor alignment involve impacts to:

a. Lake Mathews reserve lands and associated conservation, mitigation and management agreements;

b. Lake Mathews watershed agreements, necessary to protect the water quality in Lake Mathews from urban runoff;

c. Metropolitan's Cajalco Creek Dam and adjunct detention basins;

d. Protection of the Colorado River Aqueduct from highway loading; and

e. Access issues to Metropolitan facilities, security gates and detention basins in and around Lake Mathews.

The basic objectives of Metropolitan in reviewing any highway improvement plans are to ensure that such plans do not compromise our ability to operate our facilities and manage our property to meet our obligations. To facilitate our understanding of potential impacts, it would be most helpful if a brief presentation of the proposed highway corridor alignment could include Metropolitan's facilities and property interests. Continued coordination with Metropolitan staff on alignment alternatives and Corridor design plans will be essential to avoiding impacts to Metropolitan facilities and property interests.

Metropolitan continues to have concerns with the recently adopted Riverside County Multi-Species Habitat Conservation Plan (MSHCP), and how the County intends to implement the mitigation, conservation, and management goals of the MSHCP with regard to existing conservation lands. Metropolitan is a major stakeholder and property owner for several reserves in western Riverside County, including the Lake Mathews Multiple Species Reserve, the Southwestern Riverside County Multi-Species Reserve (DVL/Skinner Reserve), and the Santa Rosa Plateau Ecological Reserve. Metropolitan's participation in the establishment, management, and funding of these reserves has been independent of the County's MSHCP. These reserves are jointly managed with other agencies, including the U.S. Fish and Wildlife Service and California Department of Fish and Game, under cooperative management agreements that provide mitigation for Metropolitan projects under mitigation banking agreements, and afford Metropolitan certain rights and responsibilities for development, operation, and maintenance of Metropolitan facilities on reserve lands.

Metropolitan has consistently supported a cooperative approach to the management of exiting reserves and lands proposed for conservation under the County's MSHCP. While Metropolitan's reserves are managed independently of the County-wide MSHCP through separate management committees, agreements and funding sources, we believe that there are strategies already in place to ensure that reserve issues are coordinated and information is cooperatively shared for the benefit of the resources throughout the area. Existing reserve management committees for the reserves at Lake Mathews, DVL/Skinner Reserve, and Santa Rosa Plateau, as well as the Riverside County Habitat Conservation Agency's Reserve Managers Coordinating Committee are currently in place to ensure cooperation and coordination for the management of conservation lands in the County. Metropolitan will continue to coordinate with the County during the implementation of the County's MSHCP. Metropolitan must stress that any MOU that would serve to further formalize this cooperation and coordination cannot supersede the goals,

objectives, and management and funding structures that have been established under existing reserve agreements.

Finally, our forthcoming meeting may afford us an opportunity to discuss Diamond Valley Lake (DVL). On October 3, 2003, DVL was opened to the public to great success. Metropolitan truly appreciates the cooperation and support of the County of Riverside in bringing this resource to the public. Metropolitan also understands that the County of Riverside recently adopted a General Land Use Plan which updates land use designations for Metropolitan's property holdings within Riverside County. Metropolitan extends its appreciation to our respective staff members in updating this critical land planning and management tool.

Metropolitan is also cooperating with the City of Hemet in their interest in annexing a portion of the East Recreation Area of Diamond Valley Lake. No part of the proposed annexation is to include DVL lake surface. We also understand and have no objection to the County of Riverside's request that execution of a Development Agreement between Riverside County and Metropolitan be tied to more definitive plans for development of Metropolitan's properties within the County of Riverside.

Metropolitan sincerely appreciates the opportunity to further discuss these important topics and anticipates that through continued cooperation beneficial resolution of these issues can be realized.

Very truly yours,

Ronald R. Gastelum
Chief Executive Officer

LJB/sdf
dvr067

bcc:

This page intentionally left blank

Bcc:

December 15, 2004

FEDERAL EXPRESS

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Dear Ms. Bechtel:

Notice of Preparation for the Draft Environmental
Impact Statement/Environmental Impact Report for the Mid County Parkway Corridor Project

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Preparation (NOP) for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project, located within western Riverside County. The Riverside County Transportation Commission (RCTC) is the lead agency for the proposed project. The Mid County Parkway, which would be a key east-west regional transportation corridor within Riverside County, is proposed to extend from Interstate 15 on the west to State Route 79 on the east. The project is primarily located along the Ramona Expressway, Cajalco Road, and El Sobrante Road. Metropolitan is providing comments as a potentially affected public agency and a potential responsible agency, as defined in the State of California Public Resources Code, §21069. As indicated in Table A in the NOP, Metropolitan is a potential Responsible and Trustee Agency and RCTC would require approval from Metropolitan to cross Metropolitan lands and or facilities as defined herein.

As you know, Metropolitan owns and operates several facilities within the boundaries of the proposed study area, including Lake Mathews, the Colorado River Aqueduct, the Upper Feeder pipeline, the Lower Feeder pipeline and the Lake Perris Bypass pipeline and pumpback facilities. In addition, Metropolitan's approved Central Pool Augmentation (CPA) pipeline and treatment plant are within or adjacent to the boundaries of the proposed study area. Furthermore, Metropolitan maintains ownership and jointly manages the Lake Mathews Multi-Species Habitat Conservation Plan (MSHCP) reserve (also known as the Lake Mathews – Estelle Mountain Core Reserve), as shown on the attached graphic (see Figure 2).

Metropolitan has worked jointly with RCTC and the County of Riverside over the past eighteen months on the proposed Mid County Parkway and is committed to continuing work with the lead agency in support of this important regional transportation project. However, there are several

critical issues that must be resolved before RCTC approves the project and Metropolitan considers granting approval for the crossing of our lands and/or facilities.

These issues include:

Issues Related to the Lake Mathews MSHCP

The Lake Mathews MSHCP provides Endangered Species Act coverage for and fully mitigates impacts related to a variety of past and future Metropolitan projects, as well as impacts to ongoing operations of Lake Mathews. It is critical that Metropolitan maintains the mitigation and take authorization outlined in the MSHCP in full effect and in perpetuity. As currently proposed in the Draft EIS/EIR, each of the build alternatives for the Mid County Parkway would impact the Lake Mathews – Estelle Mountain Core Reserve. Metropolitan requests that the lead agency consider developing an alternative that would fully avoid impacts to the Lake Mathews – Estelle Mountain Core Reserve.

The lead agency, with Metropolitan's consent and overview, would need to review and assess the legal ramifications associated with modifications to the Lake Mathews – Estelle Mountain Core Reserve and determine the risks and benefits to Metropolitan. It is Metropolitan's understanding that the MSHCP, which established the Lake Mathews – Estelle Mountain Core Reserve, only allows for adding species or lands – not for changing or exchanging lands. As such, the lead agency would need to address the plausibility of modifying the MSHCP given the constraints outlined in the legal documents that established the reserve. Metropolitan requests that the lead agency initiate discussions with us to ensure that our take authorization is maintained in full effect.

Operational and Maintenance Issues at Lake Mathews

The lead agency also needs to address long-term impacts from the Mid County Parkway to the Lake Mathews Water Quality & Drainage Management Plan. The proposed project has the potential to affect drainage patterns and water quality at Lake Mathews, a critical drinking water reservoir for southern California. It is imperative to both Metropolitan and the County of Riverside that the Draft EIS/EIR addresses potential impacts to Lake Mathews from a water quality perspective, to ensure that a reliable, high-quality drinking water supply is maintained over the long term.

Furthermore, the implementation of the Mid County Project must allow uninterrupted operational access to the perimeter shoreline of Lake Mathews. Metropolitan utilizes Lake Mathews primarily as a storage reservoir for untreated water, however a large variety of other operational activities occur at Lake Mathews as well. Uninterrupted, long-term access to the perimeter shoreline at Lake Mathews will be required to: (1) perform annual shoreline vegetation clearing

activities, (2) allow patroller access in order to maintain security around Lake Mathews, and (3) allow general operational access for emergency activities, should the need ever arise.

The proposed project must also avoid impacts to Metropolitan's operational area along the north shore of Lake Mathews, near the intersection of El Sobrante and La Sierra roads. This area is utilized for management of Metropolitan's construction unit, which is essential to emergency response efforts within Metropolitan's service area. The proposed project's environmental documentation needs to analyze the potential impacts to these facilities and address avoidance and/or minimization measures to ensure minimal impacts to Metropolitan's operations.

Operational and Maintenance Issues at Other Existing and Future Metropolitan Facilities

The proposed project must also avoid impacts to Metropolitan's approved CPA project, in particular the future treatment plant at Eagle Valley and the future distribution system leaving Eagle Valley. This approved project is an essential component in Metropolitan's obligation to deliver reliable, high-quality water to both Riverside and Orange counties, and as such the lead agency should specifically address any potential impacts of the Mid County Parkway project to the CPA. In addition, Metropolitan's future treatment plant at Eagle Valley will most likely begin construction prior to implementation of the Mid County Parkway project – the lead agency's Draft EIS/EIR needs to acknowledge the treatment plant project and address avoidance and/or minimization measures to ensure minimal impacts to the CPA treatment plant project.

In addition, Metropolitan is concerned with potential impacts from the proposed project to other Metropolitan facilities within the project area. These facilities include the Colorado River Aqueduct, the Upper Feeder pipeline, the Lower Feeder pipeline, and the Lake Perris Bypass pipeline and pumpback facilities, and the approved CPA pipeline. Metropolitan must be allowed to maintain its rights-of-way to its facilities at all times in order to repair and maintain the current condition of those facilities. It is necessary that the lead agency avoid potential impacts to Metropolitan's facilities that may result from the proposed project, including any restrictions on Metropolitan's rights-of-way and/or any operations and maintenance activities. In order to avoid impacts, coordination with Metropolitan must occur during the planning process and written approval from Metropolitan for proposed design plans should be obtained prior to project approval. Metropolitan requests that the lead agency's Draft EIS/EIR acknowledge Metropolitan's facilities and address avoidance and/or minimization measures to ensure minimal impacts to our rights-of-way and/or facilities.

Other Issues

Metropolitan requests that the lead agency analyze in the draft EIS/EIR the consistency of the proposed project with the growth management plan adopted by the Southern California Association of Governments (SCAG). Metropolitan uses SCAG's population, housing, and employment projections to determine future water demand.

In addition, Metropolitan encourages projects to include water conservation measures. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports measures such as using water-efficient fixtures, drought-tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed project.

We appreciate the opportunity to provide input to your planning process and we look forward to continued coordination with the County of Riverside on this project. Mr. John Vrsalovich of Metropolitan's Facility Planning Team has been designated as Metropolitan's contact to coordinate with RCTC. Mr. Vrsalovich can be reached at (213) 217-6066.

Very truly yours,

Laura J. Simonek
Manager, Environmental Planning Team

JAH/rdl
(Public Folders/EPU/Letters/08-DEC-04B.doc – Cathy Bechtel)
Enclosure: Planning Guidelines

MWD Colorado River Aqueduct
Sta. 10920+00 to 10940+00
MWD Casa Loma Canal
Sta. 140+00 to 160+00
Sta. 210+00 to 240+00
MWD San Diego Canal
Sta. 270+00 to 280+00
Sta. 295+00 to 305+00
Sta. 350+00 to 360+00
Sta. 385+00 to 395+00
Sta. 430+00 to 460+00
Sta. 500+00 to 510+00
Substr. Job No. 2001-06-008

September 28, 2006

Mr. Hideo Sugita
Deputy Executive Director
Riverside County
Transportation Commission
P. O. Box 12008
Riverside, CA 92502-2208

Dear Mr. Sugita:

State Route 79 Realignment – Environmental Studies

Thank you for your letter dated June 21, 2006, submitting maps (eight sheets) showing the proposed locations of the geotechnical borings for the environmental studies of the realignment project for State Route 79 in the San Jacinto Valley.

This page intentionally left blank

We have reviewed the submitted maps, and our general comments and requirements regarding your proposed boring locations within Metropolitan's fee properties and in close vicinity of our facilities are as follows:

1. A list of all the equipment, including the drilling equipment, and the field exploration work plan within Metropolitan's fee properties and in close vicinity of our facilities must be submitted for our review and written approval at least 30 days prior to their use. The work plan must include all procedures to be utilized and followed during the execution of the field exploration program, including site closure and demobilization from each drill site.

   Please note that Metropolitan's representatives must be present during your drilling operations within Metropolitan's fee or easement rights-of-way. Please contact James Williams of our Water System Operations Group, telephone (951) 926-7007, at least three working days prior to starting any work in the vicinity of our facilities and rights-of-way.

2. Grading or site clearing to enhance the field exploration and drilling activities will not be permitted within Metropolitan's fee and easement rights-of-way without prior written approval.

3. The proposed boring locations must be field staked, checked, and accepted by Metropolitan prior to mobilizing field exploration equipment and commencement of the actual drilling operations.

4. The type, size and depths of all the proposed exploratory borings must be clearly identified and submitted to Metropolitan. Please note that bucket-auger drilling methods will not be acceptable.

5. All the drilling fluids and wastes must be completely contained within portable tanks and must not be permitted to fall onto or flow across the ground surface. Additionally, all the drill cuttings and the drilling fluids must be drummed and completely removed from Metropolitan's properties.

Please note that excavated pits, lined or unlined, will not be permitted within Metropolitan's properties.

6. After the drilling operation is complete, the exploratory borings must be completely backfilled with an approved sand-cement-bentonite mixture. Backfill of all the exploratory borings must be performed using tremie methods.

   Please note that backfill of the exploratory borings with the drill cuttings will not be permitted.

7. Drilling sites must be returned to their original condition that existed prior to the beginning of any field exploration activities.

   Please note that stockpiling of material and equipment is not permitted within Metropolitan's fee or permanent easement rights-of-way.

Besides the general criteria stated above, following are Metropolitan's site-specific comments regarding each boring location:

1. Boring locations 1 and 2:

   a. The locations of these two borings must be a minimum of 50 feet laterally from the centerline of Metropolitan's Casa Loma Siphon. This would provide geotechnical information on the native materials in the area and not of Metropolitan's Colorado River Aqueduct's backfill.

   b. At these two locations, vehicles weighing more than 8,000 pounds must not be used within 25 feet of the centerline of Metropolitan's First Barrel Casa Loma Siphon (Metropolitan Stations 10925+00 to 10930+00). Enclosed for your information and use is a print of our Drawing B-363-11.

2. Boring location 3:

   a. The location of this boring must be as far to the north as possible, away from the canal, along the canal road.

   b. Since Metropolitan has a transition structure at this location, the boring location must also be a minimum of 25 feet laterally from the outside edges of the transition and siphon structure.

   c. At this location, vehicles that impose loads no greater than AASHTO H-20 may operate over Metropolitan's Second Barrel of the Casa Loma Siphon (Metropolitan stations 143+00 to 151+65) provided the cover is between a minimum of 4 feet and a maximum of 12 feet. Enclosed for your information and use are prints of our Drawings B-13963A and B-14126.

3. Boring location 4:

   a. The location of this boring must be as far to the north as possible, away from the canal, along the canal patrol road.

4. Boring locations 5 through 10:

   a. The locations of these borings must be as far to the west as possible, away from the canal, along the canal patrol road.

Please note that within the vicinity of Metropolitan's canals, vehicles, including drilling equipment, must not attempt to turnaround adjacent to the canal. Vehicles must enter from one access gate and continue one-way along the canal patrol road until they exit at the next access gate. Please also note that the speed limit along the canal patrol road must not exceed 15 miles per hour at any time.

Besides the general and site-specific criteria provided earlier, following are Metropolitan's geotechnical comments and considerations that might assist your geotechnical consultant in the development of design-level geotechnical

exploration, testing and analysis plans for the project; including the type, number and depth of the explorations required.

Increased Vertical Loading:

Metropolitan's facilities may be subject to increased vertical loading depending on which alignment is chosen for the State Route 79 realignment project. The design for the realignment project must consider the impacts associated with these increased vertical loads, which can be due to construction, dead, live and seismic loads, imposed on various Metropolitan facilities including pipelines, conduits, siphons and canals. Locations where new embankments are being proposed within close proximity of Metropolitan's facilities, increased vertical loading will be of extreme concern to Metropolitan. Some of Metropolitan's facilities have the structural capacity to resist the additional loads, however, many of our facilities will not be able to resist these additional loads. In cases where our facilities will not be able to resist the additional loads, protective systems will be required to ensure that the structural integrity of Metropolitan's facilities are not compromised. Please note that sufficient geotechnical exploration, testing, and analysis must be conducted to evaluate the increased loads on Metropolitan's facilities.

Increased Lateral Loading:

Metropolitan's facilities may also be subject to increased lateral loading depending on the alignment chosen for the realignment of State Route 79. New embankments, bridge abutments and other structures supported by piles constructed adjacent to or above Metropolitan's pipelines, siphons, conduits and canals can induce lateral loads. Similar to the increased vertical loading, Metropolitan's facilities might require protective systems to mitigate the additional lateral loads induced on our facilities. In general, the lateral load resistance capacity of the Metropolitan's canal linings is minimal, whereas, our pipelines, conduits and siphons are somewhat more resistant. Please note that sufficient geotechnical exploration, testing and analysis must be conducted to evaluate the increased lateral loads on Metropolitan's facilities imposed by piles, shallow foundation systems and embankment loads.

Induced Settlement:

Metropolitan's facilities including canals, pipelines, siphons and other conduits are relatively sensitive to settlement. Since the near surface soils in the general area of the realignment project are somewhat compressible; construction of any new roadway facilities and embankments near, adjacent or above Metropolitan's facilities is of a major concern to Metropolitan. Please note that geotechnical exploration, testing and analysis must be thorough enough to evaluate and quantify settlements induced by the construction of the roadway features on Metropolitan's facilities, including identification of incompressible soil layers.

Drainage:

Construction of roadways and embankments for the realignment project adjacent to Metropolitan's canals may result in trapped surface drainage between our canals and the new roadways and embankments. If these roadways and embankments are not properly designed, water may pond above and/or adjacent to our canals, thereby creating excessive external hydrostatic pressures on the canal linings. This could cause instability and result in failure of the canal wall. This situation could be exacerbated in this area since the soils are fine-grained and dispersive in nature. Geotechnical characterization of the soils for construction adjacent to Metropolitan's canals must be sufficient enough to support drainage design requirements and erosion mitigation measures.

Please note that plans of the realignment project for SR-79 within close vicinity of Metropolitan's facilities and easement/fee rights-of-way must be submitted to Metropolitan for our review and prior written approval. In addition, appropriate rights will need to be acquired from Metropolitan where the alignment crosses our fee property.

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of the Metropolitan to use its rights-of-way for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of

the facilities from its rights-of-way, such removal and replacement shall be at the expense of the owner of the facility.

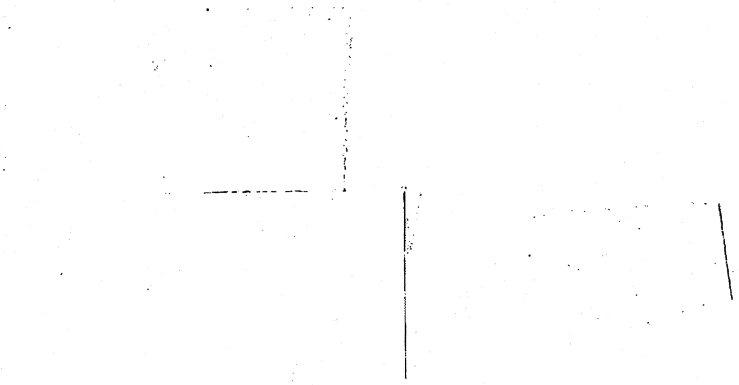
For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number located in the upper right-hand corner of this letter. Should you require any additional information, please contact Ish Singh at (213) 217-6679.

Very truly yours,

Kieran M. Callanan, P.E.
Manager, Substructures Team

IS/ly
DOC 2001-06-008

Enclosure



This page intentionally left blank

MWD Colorado River Aqueduct
Sta. 10899+00 to 11022+00
Substr. Job No. 2001-06-008

March 29, 2007

Ms. Merideth Cann, P.E.
Jacobs Civil, Inc.
3850 Vine Street, Suite 120
Riverside, CA 92507

Dear Ms. Cann:

Mid-County Parkway Project

Thank you for your email dated January 8, 2007, submitting a map and a cross-section drawing for the proposed South Alternative at State Route 79 for the Mid-County Parkway Project (MCP) in Riverside County.

In order to review the submitted map and cross section, we require additional detailed information on the embankments, bridges and proposed roadway elevations, which has been requested from Mr. Rick Simon of CH2MHILL by Shoreh Zareh of our staff. However, until we receive this necessary information, we are sending you a copy of our previous correspondence dated September 28, 2006 (copy enclosed), which includes our geotechnical comments and considerations that will need to be addressed in the design of the State Route 79 project. These comments and considerations will also apply for any other proposed reaches of the Mid-County Parkway Project that will be constructed near, adjacent to, and over Metropolitan facilities.

Additional information on potential impacts to Metropolitan's facilities can be provided in order to assist you with the design of the Mid-County Parkway Project, when we receive the requested detailed drawings.

This page intentionally left blank

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number located in the upper right-hand corner of this letter. Should you require any additional information, please contact Shoreh Zareh at (213) 217-6534.

Very truly yours,

Kieran M. Callanan, P.E.
Manager, Substructures Team

SZ/kjm/ly
DOC 2001-06-008-2

Enclosure

cc: Mr. Hideo Sugita
Deputy Executive Director
Riverside County
Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Mr. Rick Simon
CH2MHILL
2280 Market Street, Suite 200
Riverside, CA 92501

Meeting Summary
SHPO COORDINATION MEETING FOR THE MID COUNTY PARKWAY PROJECT

Wednesday, May 23, 2007
10:00 a.m. – 12:00 p.m.
California Department of Parks and Recreation
Office of Historic Preservation
1416 9th Street, 9th Floor (Manzanita Room), Sacramento, CA 95814

ACTION ITEMS FROM THE MEETING:

- Staff from FHWA, Caltrans, RCTC, LSA, CH2M HILL, and Applied Earthworks (AE) will meet to discuss the potential National Register eligibility of the CBJ Dairy and to agree upon a consistent discussion of the resource in the documents for the SR79 and Mid County Parkway (MCP) projects.
- LSA will verify the location of the CBJ Dairy relative to the Area of Potential Effects (APE) for the MCP.
- The evaluation of SRI-VOL-22 will consider indirect effects to the site (e.g., integrity of the viewshed) in addition to any direct effects.
- The cultural resources evaluation will need to discuss the cumulative impacts to cultural resources resulting from the proposed MCP as well as various large land development projects within the area.
- RCTC will meet with the County of Riverside and the developer for the Villages of Lakeview to discuss the cumulative impacts to SRI-VOL-22, including avoidance/minimization measures proposed for the site by the Villages of Lakeview development project.
- The cultural resources treatment plan for the MCP project will consider the potential for buried sites, through an analysis of geomorphology, paleosoils, etc., with a treatment plan for dealing with unanticipated discoveries (such as construction monitoring). If necessary, a buried sites sampling plan for the project area would be prepared based upon known sensitivities. The sampling plan would involve the excavation of trenches, shovel test pits (STPs) and/or units on properties after they have been acquired for the project but prior to construction
- The Section 4(f) Evaluation will identify the CBJ Dairy and the SRI-VOL-22 site as potential Section 4(f) resources. (Note: the CBJ Dairy has since been determined not eligible per field meeting of 6/21/07)

- FHWA will submit a letter to the SHPO on or before August 31, 2007 (with cc's to RCTC and Caltrans), identifying the proposed phasing of the Section 106 process for the project, including work performed to date, work in progress, and future activities.
- LSA will send a PDF file of the meeting maps to the OHP (Mike McGuirt).

ATTENDEES

Mike McGuirt (OHP)
Karen Swope (Caltrans)
Rob McCann (LSA)
Nina Delu (LSA)
Susan Goldberg (AE)
Edrie Vinson (FHWA)
Cathy Bechtel (RCTC)
Curt Duke (LSA)
Carolyn Washburn (CH2M HILL)
Vanessa Mirro (AE)

1. Purpose of Meeting

Edrie Vinson stated that the purpose of the meeting was to: 1) present information to the OHP to support the SHPO's concurrence on proceeding with Alternative 9 as the preferred MCP alternative, and, 2) to review the proposed phasing of the Section 106 process for the project, including a request for SHPO concurrence on preliminary Determinations of Eligibility and Findings of Effect prior to circulation of the Draft EIR/EIS in January 2008.

2. Review of Sites Affected by the MCP Project

Referring to materials distributed to meeting attendees prior to the meeting, Edrie Vinson and Nina Delu presented information on one historic resource (CBJ Dairy) and prehistoric archaeological resources affected by the project that are potentially eligible for the National Register and may warrant Phase 2 site testing.

CBJ Dairy: Edrie Vinson expressed concern that the SR79 and MCP project consultants were not consistent in their respective evaluations of this resource (for MCP, LSA had concluded that the dairy was not eligible for the National Register or the California Register; for SR79, AE had concluded that the dairy was not eligible for the National Register but was eligible for the California Register). Edrie Vinson stated that, based on her review of the information submitted by AE, the dairy may be eligible for the National Register. It was agreed that a separate meeting would be held between FHWA, Caltrans, RCTC, LSA, CH2M HILL, and AE to discuss the potential National Register eligibility of the CBJ Dairy, and to make sure that the resource is discussed consistently in the documents for the two projects.

P-33-13791: Edrie Vinson said no discussion of this site was needed since it is not within the APE for the preferred alternative (Alternative 9). It is within the APE for Alternatives 4-7 and thus fully avoided by Alternative 9. Alternatives 4-7 would have direct and indirect

(visual) impacts to the site. The site is potentially eligible for the National Register under criteria other than "d". (Note that this resource could be eligible under criteria other than "d.")

SRI-VOL-22: Nina Delu distributed the draft site record for SRI-VOL-22 that she had just received from the cultural resources consultant for the Villages of Lakeview project. The overall site measures approximately 336,000 square meters, and the portion of the site within the direct APE for MCP measures approximately 7 ac (2.8 ha) or 29,000 square meters. The land formation upon which the site lies has been deep-ripped and plowed for numerous years, but the site appears to be relatively intact below the plow zone. The site is a very deep (4 meters below ground surface) multicomponent site that includes ceramics and intact features dating to 8600 years before present, along with pictographs and rock art. The northerly site boundary abuts the proposed MCP alignment, but this site boundary is not well defined. For the MCP project, Phase 2 testing is proposed to better define the northerly site boundary. The northern portion of the site does not appear to have attributes associated with the more significant southerly portions of the site at the base of the Lakeview Mountains. SRI previously excavated 40 trenches at this site, and AE excavated 72 trenches at locus RIV-6069. Trench excavations on the site reveal that a more dense deposit of artifacts is present on the southern and central portions of the site; northern trenches within and near the MCP direct APE, albeit limited, indicate a drastic drop-off in site density. Previous work at the site by SRI was for CEQA only. Susan Goldberg noted that the rock art is about 200-300 years old. She also stated that cultural material from the site was spread out in the immediate area during the construction of the Inland Feeder water pipeline.

In response to Mike McGuirt's question, Rob McCann noted that in this location, the MCP would be constructed on about three feet of fill. Mike McGuirt asked whether there was a view of the highway from the significant portions of the site. Nina Delu and Susan Goldberg were not sure. Mike McGuirt and Edrie Vinson indicated that potential visual impacts should be considered in the evaluation of the site.

In response to Mike McGuirt's question, Edrie Vinson confirmed that FHWA would recognize the cumulative effect to cultural resources resulting from the MCP project and other land development and infrastructure projects in the area.

In response to Mike McGuirt's question regarding Native American consultation, Nina Delu and Karen Swope indicated that over 20 tribes had been contacted and six (Gabrielino/Tongva, Pechanga, Soboba, Ramona, Cahuilla, and Morongo) had requested to be involved in the project. Nina Delu stated that while the tribes had not provided feedback on any traditional cultural values associated with SRI-VOL-22, they had identified significant values associated with P-33-13791 and requested full avoidance of that site. Karen Swope stated that the tribes would likely place a high value on the rock art at SRI-VOL-22. Susan Goldberg added that this site is known as the "Lizard Cave" site and contains spectacular rock art. Curt Duke further added that the Pechanga had knowledge of this site.

Mike McGuirt asked if the Villages of Lakeview project proposed housing in this area; neither Cathy Bechtel nor Rob McCann knew since they had not seen a recent site plan.

Mike McGuirt asked if the Villages of Lakeview project proposed housing in this area; neither Cathy Bechtel nor Rob McCann knew since they had not seen a recent site plan. Mike McGuirt stated that the evaluation for MCP should evaluate the indirect effects on the site and consider the integrity of the overall viewshed of the site (i.e., if the viewshed is degraded then it degrades the power of the site). He strongly encouraged RCTC to work with the County of Riverside and the developer to fully avoid this site as well as to consider cumulative impacts of the projects, and visual mitigation such as berms or planting to screen the view of the highway and land development from the site. FHWA and RCTC should demonstrate that they have considered the tribes' feelings in evaluating the site and the direct, indirect, and cumulative impacts of the MCP.

Mike McGuirt further stated that the evaluation for National Register eligibility must consider not only the archaeological data from the site, but also the rock art and the site's value as a Traditional Cultural Property.

Mike McGuirt asked what sort of alternatives (e.g., screening, compensatory mitigation, and avoidance alternatives) were proposed to the tribes to minimize impacts to these resources. The SHPO will look to FHWA to propose feasible and meaningful solutions to avoid and minimize impacts to these resources.

Mike stated that the site may be a district, and this potential should be considered, and compliance efforts should be scaled appropriately.

Mike noted that until the Phase 2 testing proves otherwise, the site will remain within the APE.

Mike stated that the site is presumably eligible under multiple criteria that carry different integrity issues. Compliance must deal with the effects of the undertaking of each of these values.

Other Sites that May Warrant Phase 2 Testing: Nina Delu briefly reviewed the other sites included in the information package distributed prior to the meeting. Many of these are quarry sites. Edrie Vinson noted that these nine sites would appear to be potentially eligible for the National Register under only Criterion D, and therefore would not be considered Section 4(f) resources.

- In response to Mike McGuirt's question on whether any portions of the project would be constructed on a depressed alignment, Rob McCann noted there was a 1-1.5 mile section along Placentia Avenue in the City of Perris that would be below existing ground level. Mike McGuirt stated that he would like to see the project studies identify the likelihood of encountering unknown buried archaeological resources during construction and propose a monitoring plan during construction. He recommended that a constraints identification be done to identify sensitive soils where there may be a potential for buried cultural resources, through an analysis of geomorphology, paleosoils, etc., with a treatment plan for dealing with unanticipated discoveries (such as construction monitoring). Edrie Vinson suggested that, depending upon the result of the constraints

identification, a buried sites sampling plan could be proposed based upon sensitivity of different areas that would include additional testing (excavation of trenches, STPs and/or units) on properties after they have been acquired for the project but prior to construction. Susan noted that for the Eastside Reservoir project studies, SHPO allowed construction without monitoring because AE had demonstrated that their buried sites predictive modeling was adequate.

3. Meeting Wrap Up/Next Steps

Edrie Vinson thanked Mike McGuirt for the opportunity to meet and present information about the proposed preferred alternative for the MCP project. There appears to be consensus on proceeding with Alternative 9 as the preferred MCP alternative. Furthermore, based on the discussion, she stated that FHWA would proceed with the Section 4(f) Evaluation identifying two cultural resources (CBJ Dairy and SRI-VOL-22) as potential Section 4(f) resources. Mike McGuirt expressed his appreciation for FHWA and RCTC's early involvement of the OHP in the project. Edrie Vinson requested that meeting minutes be prepared that would be signed off on by OHP, FHWA, Caltrans, and RCTC.

There was also general consensus on phasing the Section 106 process in order to meet RCTC's schedule for circulating the Draft EIR/EIS for public review in January 2008. Mike McGuirt requested that FHWA submit a letter to the SHPO for their concurrence, identifying the proposed phasing of the Section 106 process for the project, including work performed to date, work in progress, and future activities. Edrie Vinson stated that the Draft EIR/EIS would discuss Determinations of Eligibility and Findings of Effect for only the preferred alternative (Alternative 9). In order to meet the schedule for circulation of the Draft EIR/EIS, FHWA will request early consultation with the SHPO to seek concurrence on preliminary draft Determinations of Eligibility and Findings of Effect, with the submittal of complete documentation to follow the public review of the Draft EIR/EIS.

In response to Mike McGuirt's request, Nina Delu agreed to send him a PDF copy of the maps presented at the meeting.

Meeting summary prepared by Rob McCann (LSA).

CONCUR:

Mike McGuirt, Office of Historic Preservation — Date 7/13/07

Edrie Vinson, Federal Highway Administration — Date 7-13-07

Karen Swope, California Department of Transportation — Date 8/8/07

Cathy Bechtel

Cathy Bechtel, Riverside County Transportation Commission

7/19/07
Date

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
August 13, 2007

IN REPLY REFER TO
HDA-CA
File # 8-RIV-
Document # P57606

CERTIFIED RETURN RECEIPT REQUESTED: **7003 1680 0002 3834 1596**

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

Dear Mr. Donaldson:

SUBJECT: Phased Evaluation and Finding of Effect Under Section 106 for the Mid County Parkway Project, Located in Riverside County, California

The Federal Highway Administration (FHWA), the Riverside County Transportation Commission (RCTC), and the California Department of Transportation (Caltrans) propose to construct the Mid County Parkway (MCP), located in Riverside County, California. This project is listed on the national priority list for environmental stewardship and streamlining pursuant to Executive Order 13274. FHWA has been working closely with its agency partners to seek ways to streamline the environmental review process in innovative ways while fully complying with all environmental laws and regulations. In March 2007, FHWA initiated consultation with the State Historic Preservation Officer (SHPO). On May 23, 2007, FHWA, SHPO, Caltrans, and RCTC met to discuss phasing the evaluation and finding of effect for this project. This letter is being prepared to establish what cultural resource efforts have been made to date, what is in process, and what is planned for the future.

FHWA is the lead federal agency for the project and is responsible for compliance with Section 106 of National Historic Preservation Act (NHPA, 36 CFR Part 800). The Section 106 Programmatic Agreement (PA) between the FHWA, Advisory Council on Historic Preservation (ACHP), SHPO, and Caltrans applies to this project. To date, efforts to identify historic properties that may be impacted by the undertaking include the completion of an archaeological survey, extended phase one archaeological survey (XPI), and historic resources survey of all project alternatives (Alternatives 4, 5, 6, 7, and 9). During this process, FHWA has consulted and sought input from Indian Tribes and historical groups. These efforts have been documented in the following reports:

MOVING THE
AMERICAN
ECONOMY

- Archaeological Survey Report (ASR)
- Extended Phase I Survey Report (in preparation)
- Historic Resource Evaluation Report (HRER)

36 CFR 800.4(b)(2) and 800.5(a)(3) and Section XII of the PA allow for phasing the identification, evaluation, and finding of effect processes. FHWA desires to phase the evaluation and finding of effect (FOE) stage of the Section 106 process. In cooperation with RCTC and Caltrans, FHWA has identified a likely preferred alternative (Alternative 9) that will be identified as such to the public in the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). FHWA proposes to limit archaeological evaluation and FOE to the preferred alternative. This information along with a Draft APE map, Draft ASR, Draft XPI Proposal, Draft HRER, and site records of specific sites within all project alternatives that were deemed potentially eligible sites to the National Register of Historic Places (NRHP) was shared with Mike McGuirt of your staff in May 2007. In the May 23, 2007 meeting, FHWA, SHPO, Caltrans, and RCTC tentatively agreed that Alternative 9 was the least impacting to potential historic properties and that archaeological evaluation and FOE would be limited to Alternative 9 as the preferred alternative.

While the fieldwork and report for the XPI are being completed, LSA Associates, Inc. has prepared an Archaeological Evaluation Proposal (AEP) for the nine archaeological sites that are proposed to undergo archaeological excavation. The actual number of sites that will be included in the Final AEP will likely vary due to: minor changes to the APE; proposed Environmentally Sensitive Areas (ESAs); and sites from the XPI that warrant excavation. The purpose of this approach is to allow preparation for the archaeological evaluation to proceed so that the project Draft EIR/EIS would be able to present a valid FOE for archaeological resources. It was further agreed that due to the project schedule, a Draft FOE memorandum would be submitted shortly after archaeological excavation is concluded. This memorandum would be the basis for the findings presented in the Draft EIS/EIR, which is scheduled for circulation to the public in January 2008. In the meantime, the formal archaeological analysis and the Archaeological Evaluation Report (AER) would be drafted. All Section 106 responsibilities for Alternative 9 will be completed prior to issuance of the Final EIR/EIS and approval of the federal Record of Decision in December 2008.

FHWA requests your formal concurrence with this approach as indicated by Mike McGuirt in the meeting held on May 23, 2007. FHWA looks forward to our continuing cooperation on this very important streamlining project. Please contact Edrie Vinson at (916) 204-7408 if you have any questions or comments.

Sincerely,

/s/ Edrie Vinson

For
Gene K. Fong
Division Administrator

information is summarized from the MCP technical studies. Based on the attached information, the environmental technical studies, as well as the ongoing engineering studies, we believe that all of the proposed Build Alternatives (4, 5, 6, 7, and 9) are feasible and reasonable. FHWA is hereby requesting final concurrence from the U.S. Army Corps of Engineers that the above-mentioned alternatives to be evaluated in the Draft EIR/EIS represent a reasonable range of alternatives in accordance with provisions of NEPA and consistent with those previously agreed to by the collaborative SWG agencies in November 2005.

FHWA greatly appreciates your ongoing involvement in the MCP project. We are requesting your agency's written response within 45 days in accordance with the MOU. If you have any questions regarding our request, please contact Tay Dam at (213) 202-3954 or e-mail at tay.dam@fwha.dot.gov.

Sincerely,

/s/ David Tedrick

For
Gene K. Fong
Division Administrator

Enclosures:
MCP Alignment Alternatives Table
MCP Alternative Impact Summary Table
MCP All Alternative Layout Plans

cc: (email)
Maiser Khaled/FHWA
David Tedrick, FHWA
Larry Vinzant, FHWA
Tay Dam, FHWA
Edrie Vinson, FHWA
Carol Braegelmann, FHWA
Lisa Hanf, U.S. Environmental Protection Agency, Region 9
James Bartel, U.S. Fish and Wildlife Service, Carlsbad Field Office
Hideo Sugita/RCTC
Mark Massman/RCTC
Cathy Bechtel/RCTC
Michael Perovich/Caltrans District 8
Nassim Elias/Caltrans District 8
Marie Petry/Caltrans District 8

This page intentionally left blank

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION/Los Angeles Metro Office
888 S. Figueroa, Suite 1850
Los Angeles, CA. 90017

September 28, 2007

IN REPLY REFER TO
HDA-CA
File #: 08-RIV- Mid County Parkway
Document #: P57714

Col Thomas H. Magness, IV, District Commander
U.S. Army Corps of Engineers, Los Angeles District
911 Wilshire Boulevard
Los Angeles, CA 90017

Subject: Request for Final Agreement on the Range of Alternatives for the Mid County Parkway Project, Riverside County

Dear Col Magness:

The Federal Highway Administration (FHWA), the California Department of Transportation, the Riverside County Transportation Commission, and the other Mid County Parkway (MCP) partner agencies that constitute the Small Working Group (SWG) have evaluated a suite of alternatives for the MCP in Riverside County. Draft technical studies have been completed and provided to the partner agencies for their review. Based on the findings of the technical studies, FHWA is requesting final agreement on the range of alternatives to be carried forward in the Environmental Impact Report/Environmental Impact Statement (EIS/EIR) for the MCP project.

The two No Build/No Action and five Build Alternatives under evaluation (Alternatives 1A, 1B, 4, 5, 6, 7, and 9) were developed through a collaborative process with the SWG following the National Environmental Policy Act (NEPA) and Clean Water Act Section 404 Integration Process, pursuant to the 1994 Memorandum of Understanding (MOU). These alternatives are described in the attached table and shown on the attached map. They are intended to provide a reasonable range of alternatives that address the Purpose and Need for the project and meet the requirements for alternatives analysis under applicable federal and state laws and regulations. All alternatives considered have undergone close scrutiny and modification with the most recent refinement resulting in avoidance of the El Sobrante Landfill Multi-Species Habitat Conservation Plan westerly reserve area.

Key milestone actions to date for this Executive Order 13274 project include execution of an interagency partnering agreement (October 2003), concurrence on Purpose and Need (January 2004), preliminary agreement on an initial suite of alternatives (November 2004), consensus on evaluation criteria for selection of a preferred alternative (December 2004), and preliminary agreement on a revised suite of alternatives (November 2005).

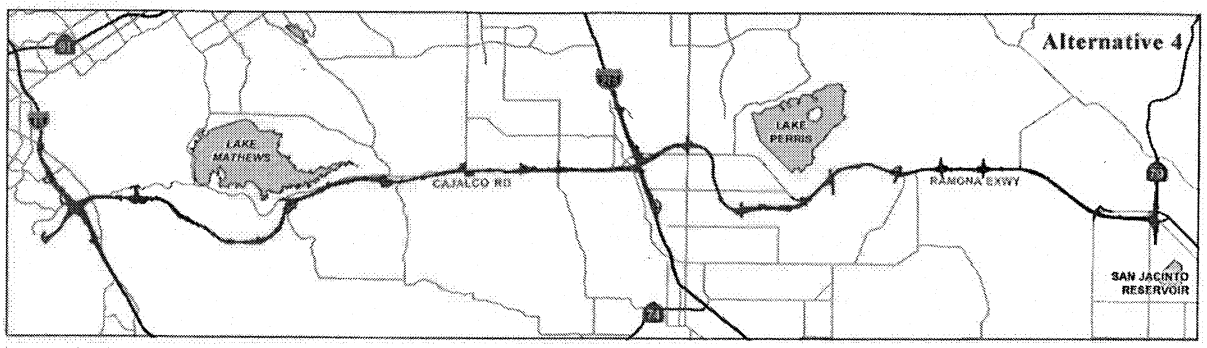
Attached are the Alignment Alternatives Table, the Alternative Impact Summary Table, and the Alternatives Layout Plans developed for the MCP project by the SWG. For each attachment,

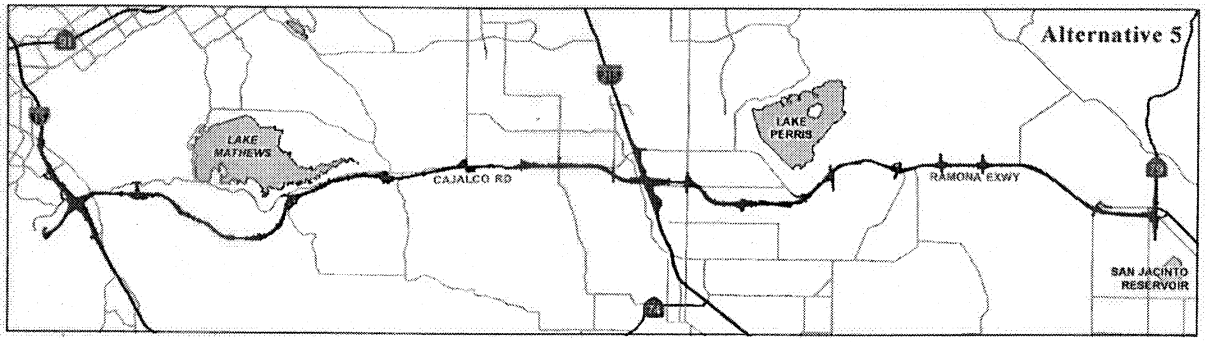
MOVING THE
AMERICAN
ECONOMY

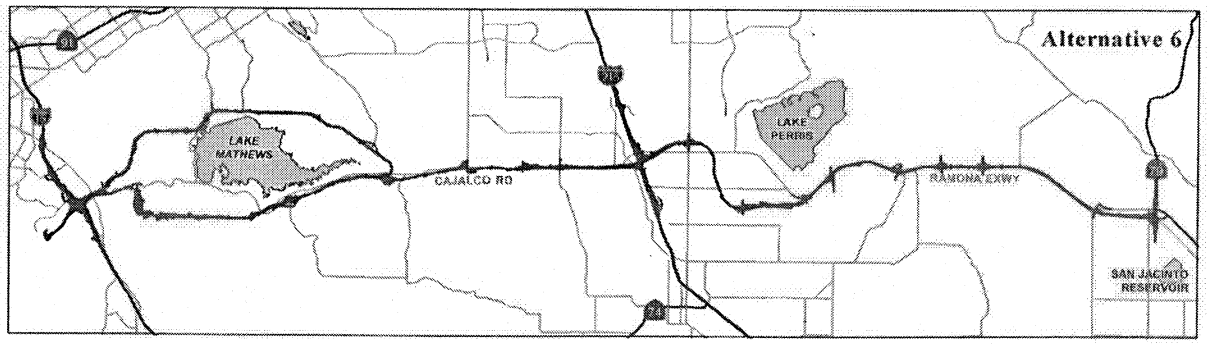
Mid County Parkway Alignment Alternatives Table

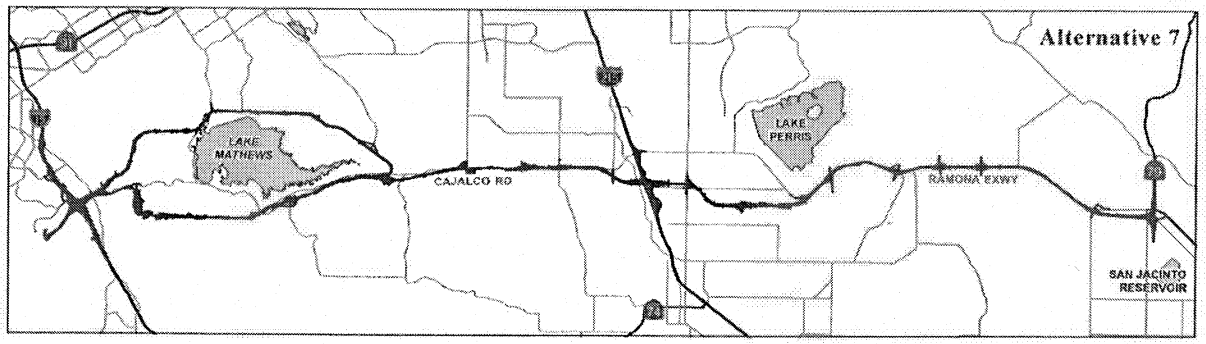
Alt. No.	Alt. Name	Description	Reason for Including/Issues
1A	No Project/No Action; Existing Ground Conditions	2035 traffic on the planned street network except for future improvements to Cajalco Road and Ramona Expressway, which would remain as they exist today.	Identified through initial planning.
1B	**No Project/No Action; GP Circulation Element Conditions**	**2035 traffic levels on the planned street network, according to the Circulation Element of the Riverside County General Plan.**	**Identified through initial planning and renumbered from Alternative 8 to Alternative 1B.**
4	South Lake Mathews/North Perris (Drain) Alternative	Provide a 6- to 8-lane controlled access parkway located south of Lake Mathews and follows a northern alignment through the city of Perris.	Identified through initial planning and rerouted as a result of engineering feasibility issues identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005.
5	South Lake Mathews/South Perris (Rider Street) Alternative	Provide a 6- to 8-lane controlled access parkway located south of Lake Mathews and follows a southern alignment through the city of Perris along Rider Street.	Identified through initial planning.
6	General Plan/North Perris (Drain) Alternative	Implementation of General Plan Circulation Element improvements between I-15 and El Sobrante Road and a new 6- to 8-lane controlled-access parkway east of El Sobrante Road to SR-79. Includes a 4-lane urban arterial north of Lake Mathews, a 4-lane controlled-access expressway south of Lake Mathews, west of El Sobrante Road and a 6- to 8-lane controlled access parkway east of El Sobrante Road. Alternative 6 follows a northern alignment through the city of Perris.	Identified through initial planning and rerouted as a result of engineering feasibility issues identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005.
7	General Plan/South Perris Alternative	Implementation of General Plan Circulation Element improvements between I-15 and El Sobrante Road and a new six- to eight-lane controlled-access parkway east of El Sobrante Road to SR-79. Includes a 4-lane urban arterial north of Lake Mathews, a 4-lane controlled-access expressway south of Lake Mathews, west of El Sobrante Road and a 6- to 8-lane controlled access parkway east of El Sobrante Road. Alternative 6 follows a southern alignment through the city of Perris along Rider Street.	Identified through initial planning.
9	Far South/Placentia Avenue Alternative	Provide a 4- to 6-lane controlled-access parkway south of both Lake Mathews and Mead Valley and a 6- to 8-lane controlled-access parkway between Old Elsinore Road and I-215 and a 6- to 8-lane controlled-access parkway between I-215 and SR-79	Identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005 to avoid the Metropolitan Water District of Southern California (Metropolitan) Habitat Conservation Plan (HCP) Reserve.

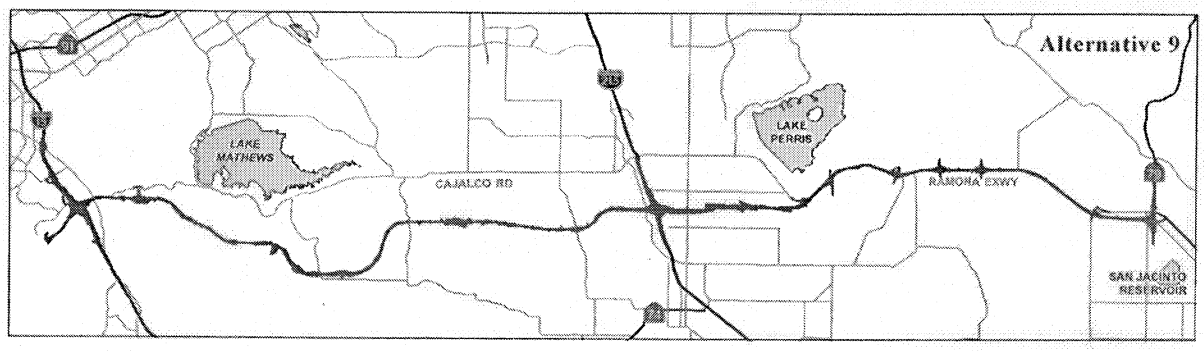
This page intentionally left blank











SOURCE: TBM (2006), Jacobs Engineering (02/2007).

0 2.62 5.24 10.48 Kilometers

0 1.625 3.25 6.5 Miles

Alternatives 4,5,6,7 and 9

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV531\GIS_Final\NOP\mxp_all_alternatives_091707.mxd (9/18/2007)

This page intentionally left blank

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION/Los Angeles Metro Office
888 S. Figueroa, Suite 1850
Los Angeles, CA. 90017
September 28, 2007

IN REPLY REFER TO
HDA-CA
File #: 08-RIV- Mid County Parkway
Document #: P57715

Ms. Lisa Hanf
Federal Activities Office
U.S. Environmental Protection Agency Region 9
75 Hawthorne Street
San Francisco, CA 94105

Subject: Request for Final Agreement on the Range of Alternatives for the Mid County Parkway Project, Riverside County

Dear Ms. Hanf:

The Federal Highway Administration (FHWA), the California Department of Transportation, the Riverside County Transportation Commission, and the other Mid County Parkway (MCP) partner agencies that constitute the Small Working Group (SWG) have evaluated a suite of alternatives for the MCP in Riverside County. Draft technical studies have been completed and provided to the partner agencies for their review. Based on the findings of the technical studies, FHWA is requesting final agreement on the range of alternatives to be carried forward in the Environmental Impact Report/Environmental Impact Statement (EIS/EIR) for the MCP project.

The two No Build/No Action and five Build Alternatives under evaluation (Alternatives 1A, 1B, 4, 5, 6, 7, and 9) were developed through a collaborative process with the SWG following the National Environmental Policy Act (NEPA) and Clean Water Act Section 404 Integration Process, pursuant to the 1994 Memorandum of Understanding (MOU). These alternatives are described in the attached table and shown on the attached map. These alternatives are intended to provide a reasonable range of alternatives that address the Purpose and Need for the project and meet all requirements for alternatives analysis under applicable federal and state laws and regulations. All alternatives have undergone close scrutiny and modification with the most recent refinement resulting in avoidance of the El Sobrante Landfill Multi-Species Habitat Conservation Plan westerly reserve area.

Key milestone actions to date for this Executive Order 13274 project include execution of an interagency partnering agreement (October 2003), concurrence on Purpose and Need (January 2004), preliminary agreement on an initial suite of alternatives (November 2004), consensus on evaluation criteria for selection of a preferred alternative (December 2004), and preliminary agreement on a revised suite of alternatives (November 2005).

MOVING THE
AMERICAN
ECONOMY

Attached are the Alignment Alternatives Table, the Alternative Impact Summary Table, and the Alternatives Layout Plans developed for the MCP project by the SWG. For each attachment, information is summarized from the MCP technical studies. Based on the attached information, the environmental technical studies, as well as ongoing engineering studies, we believe that all of the proposed Build Alternatives (4, 5, 6, 7, and 9) are feasible and reasonable. FHWA is hereby requesting final concurrence from the U.S. Environmental Protection Agency that the above-mentioned alternatives to be evaluated in the Draft EIR/EIS represent a reasonable range of alternatives in accordance with provisions of NEPA and consistent with those previously agreed to by the collaborative SWG agencies in November 2005.

FHWA greatly appreciates your ongoing involvement in the MCP project. We are requesting your agency's written response within 45 days in accordance with the MOU. If you have any questions regarding our request, please contact Tay Dam at (213) 202-3954 or e-mail at tay.dam@fwha.dot.gov.

Sincerely,

/s/ David Tedrick

For
Gene K. Fong
Division Administrator

Enclosures:
MCP Alignment Alternatives Table
MCP Alternative Impact Summary Table
MCP All Alternative Layout Plans

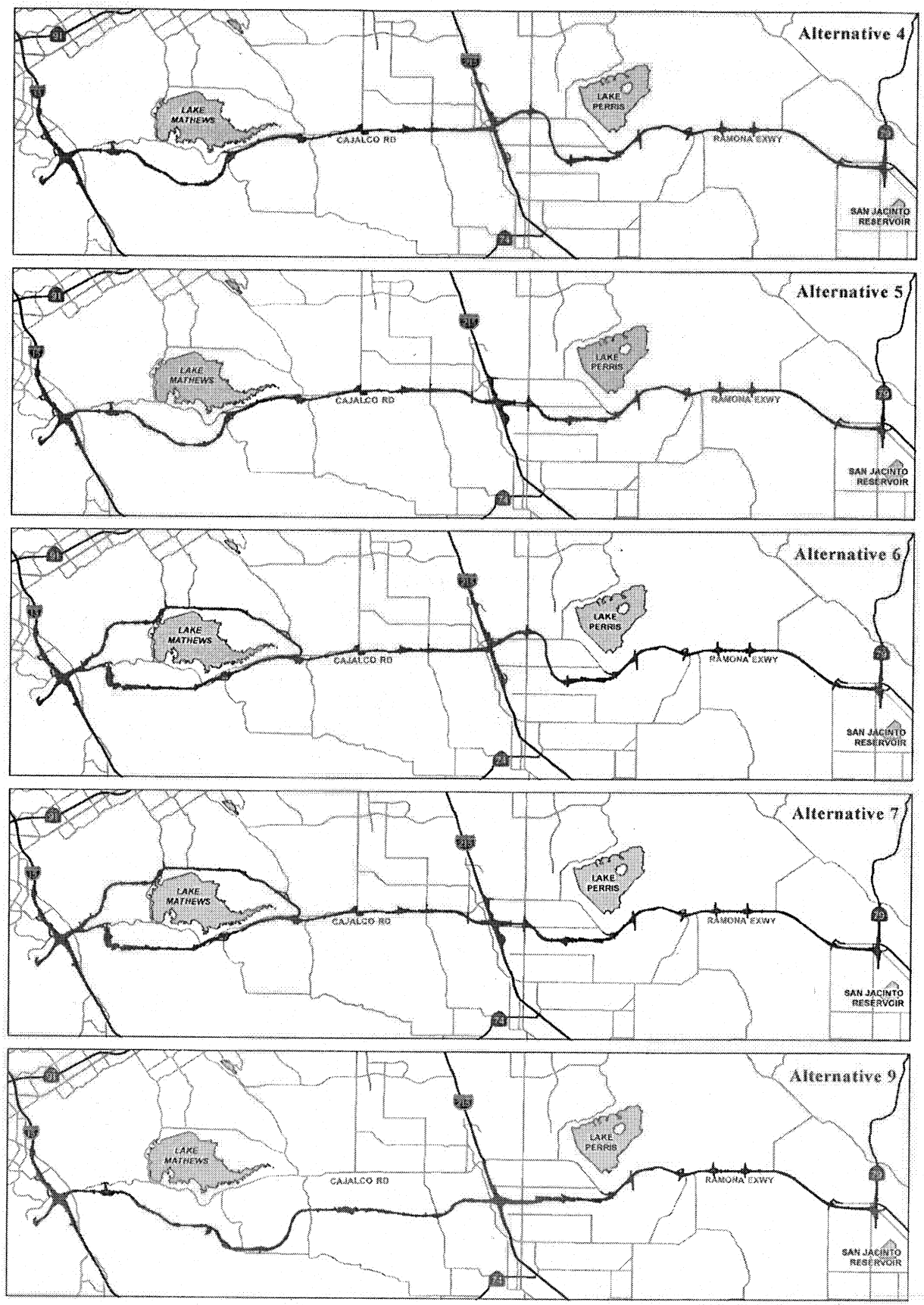
cc: (email)
Maiser Khaled/FHWA
David Tedrick, FHWA
Larry Vinzant, FHWA
Tay Dam, FHWA
Edrie Vinson, FHWA
Col. Thomas H. Magness, IV, U.S. Army Corps of Engineers, L.A. District
James Bartel, U.S. Fish and Wildlife Service, Carlsbad Field Office
Hideo Sugita/RCTC
Mark Massman/RCTC
Cathy Bechtel/RCTC
Michael Perovich/Caltrans District 8
Nassim Elias/Caltrans District 8
Marie Petry/Caltrans District 8

This page intentionally left blank

Mid County Parkway Alignment Alternatives Table

Alt. No.	Alt. Name	Description	Reason for Including/Issues
1A	No Project/No Action; Existing Ground Conditions	2035 traffic on the planned street network except for future improvements to Cajalco Road and Ramona Expressway, which would remain as they exist today.	Identified through initial planning.
1B	**No Project/No Action; GP Circulation Element Conditions**	**2035 traffic levels on the planned street network, according to the Circulation Element of the Riverside County General Plan.**	**Identified through initial planning and renumbered from Alternative 8 to Alternative 1B.**
4	South Lake Mathews/North Perris (Drain) Alternative	Provide a 6- to 8-lane controlled access parkway located south of Lake Mathews and follows a northern alignment through the city of Perris.	Identified through initial planning and rerouted as a result of engineering feasibility issues identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005.
5	South Lake Mathews/South Perris (Rider Street) Alternative	Provide a 6- to 8-lane controlled access parkway located south of Lake Mathews and follows a southern alignment through the city of Perris along Rider Street.	Identified through initial planning.
6	General Plan/North Perris (Drain) Alternative	Implementation of General Plan Circulation Element improvements between I-15 and El Sobrante Road and a new 6- to 8-lane controlled-access parkway east of El Sobrante Road to SR-79. Includes a 4-lane urban arterial north of Lake Mathews, a 4-lane controlled-access expressway south of Lake Mathews, west of El Sobrante Road and a 6- to 8-lane controlled access parkway east of El Sobrante Road. Alternative 6 follows a northern alignment through the city of Perris.	Identified through initial planning and rerouted as a result of engineering feasibility issues identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005.
7	General Plan/South Perris Alternative	Implementation of General Plan Circulation Element improvements between I-15 and El Sobrante Road and a new six- to eight-lane controlled-access parkway east of El Sobrante Road to SR-79. Includes a 4-lane urban arterial north of Lake Mathews, a 4-lane controlled-access expressway south of Lake Mathews, west of El Sobrante Road and a 6- to 8-lane controlled access parkway east of El Sobrante Road. Alternative 6 follows a southern alignment through the city of Perris along Rider Street.	Identified through initial planning.
9	Far South/Placentia Avenue Alternative	Provide a 4- to 6-lane controlled-access parkway south of both Lake Mathews and Mead Valley and a 6- to 8-lane controlled-access parkway between Old Elsinore Road and I-215 and a 6- to 8-lane controlled-access parkway between I-215 and SR-79	Identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005 to avoid the Metropolitan Water District of Southern California (Metropolitan) Habitat Conservation Plan (HCP) Reserve.

This page intentionally left blank



SOURCE: TBM (2006), Jacobs Engineering (02/2007).

0 2.62 5.24 10.48 Kilometers

0 1.625 3.25 6.5 Miles

Alternatives 4,5,6,7 and 9

KP 0.0/51.0 (PM 0.0/31.7) EA 08-4F3200

I:\ECV531\GIS_Final\NOP\mxp_all_alternatives_091707.mxd (9/18/2007)

This page intentionally left blank

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION/Los Angeles Metro Office
888 S. Figueroa, Suite 1850
Los Angeles, CA. 90017
September 28, 2007

IN REPLY REFER TO
HDA-CA
File #: 08-RIV- Mid County Parkway
Document #: P57716

Mr. Jim Bartel, Field Supervisor
U.S. Department of the Interior
Fish and Wildlife Service
Ecological Services
6010 Hidden Valley Road
Carlsbad, CA 92009

Subject: Request for Final Agreement on the Range of Alternatives for the Mid County Parkway Project, Riverside County

Dear Mr. Bartel:

The Federal Highway Administration (FHWA), the California Department of Transportation, the Riverside County Transportation Commission, and the other Mid County Parkway (MCP) partner agencies that constitute the Small Working Group (SWG) have evaluated a suite of alternatives for the MCP in Riverside County. Draft technical studies have been completed and provided to the partner agencies for their review. Based on the findings of the technical studies, FHWA is requesting final agreement on the range of alternatives to be carried forward in the Environmental Impact Report/Environmental Impact Statement (EIS/EIR) for the MCP project.

The two No Build/No Action and five Build Alternatives under evaluation (Alternatives 1A, 1B, 4, 5, 6, 7, and 9) were developed through a collaborative process with the SWG following the National Environmental Policy Act (NEPA) and Clean Water Act Section 404 Integration Process, pursuant to the 1994 Memorandum of Understanding (MOU). These alternatives are described in the attached table and shown on the attached map. They are intended to provide a reasonable range of alternatives that address the Purpose and Need for the project meet the requirements for alternatives analysis under applicable federal and state laws and regulations. All alternatives considered have undergone close scrutiny and modification with the most recent refinement resulting in avoidance of the El Sobrante Landfill Multi-Species Habitat Conservation Plan westerly reserve area.

Key milestone actions to date for this Executive Order 13274 project include execution of an interagency partnering agreement (October 2003), concurrence on Purpose and Need (January 2004), preliminary agreement on an initial suite of alternatives (November 2004), consensus on evaluation criteria for selection of a preferred alternative (December 2004), and preliminary agreement on a revised suite of alternatives (November 2005).

MOVING THE
AMERICAN
ECONOMY

Attached are the Alignment Alternatives Table, the Alternative Impact Summary Table, and the Alternatives Layout Plans developed for the MCP project by the SWG. For each attachment, information is summarized from the MCP technical studies. Based on the attached information, the environmental technical studies, as well as ongoing engineering studies, we believe that all of the proposed Build Alternatives (4, 5, 6, 7, and 9) are feasible and reasonable. FHWA is hereby requesting final concurrence from the U.S. Fish and Wildlife Service that the above-mentioned alternatives to be evaluated in the Draft EIR/EIS represent a reasonable range of alternatives in accordance with provisions of NEPA and consistent with those previously agreed to by the SWG collaborative agencies in November 2005.

FHWA greatly appreciates your ongoing involvement in the MCP project. We are requesting your agency's written response within 45 days in accordance with the MOU. If you have any questions regarding our request, please contact Tay Dam at (213) 202-3954 or e-mail at tay.dam@fwha.dot.gov.

Sincerely,

/s/ David Tedrick

For
Gene K. Fong
Division Administrator

Enclosures:

MCP Alignment Alternatives Table
MCP Alternative Impact Summary Table
MCP All Alternative Layout Plans

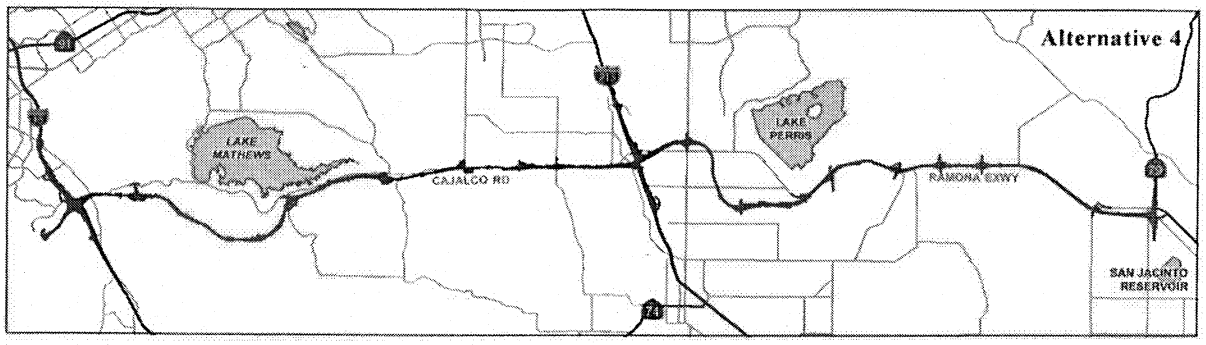
cc: (email)
Maiser Khaled/FHWA
David Tedrick, FHWA
Larry Vinzant, FHWA
Tay Dam, FHWA
Edrie Vinson, FHWA
Carol Braegelmann, FHWA
Col. Thomas H. Magness, IV, U.S. Army Corps of Engineers, L.A. District
Lisa Hanf, U.S. Environmental Protection Agency, Region 9
Hideo Sugita/RCTC
Mark Massman/RCTC
Cathy Bechtel/RCTC
Michael Perovich/Caltrans District 8
Nassim Elias/Caltrans District 8
Marie Petry/Caltrans District 8

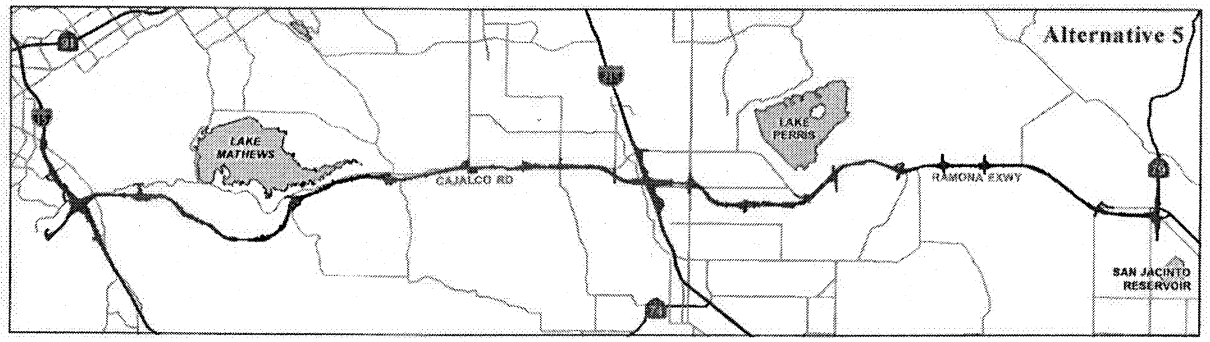
This page intentionally left blank

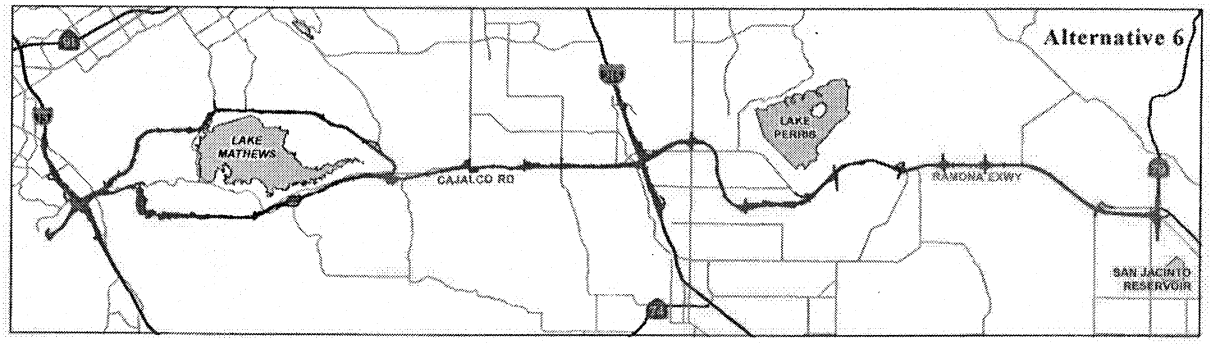
Mid County Parkway Alignment Alternatives Table

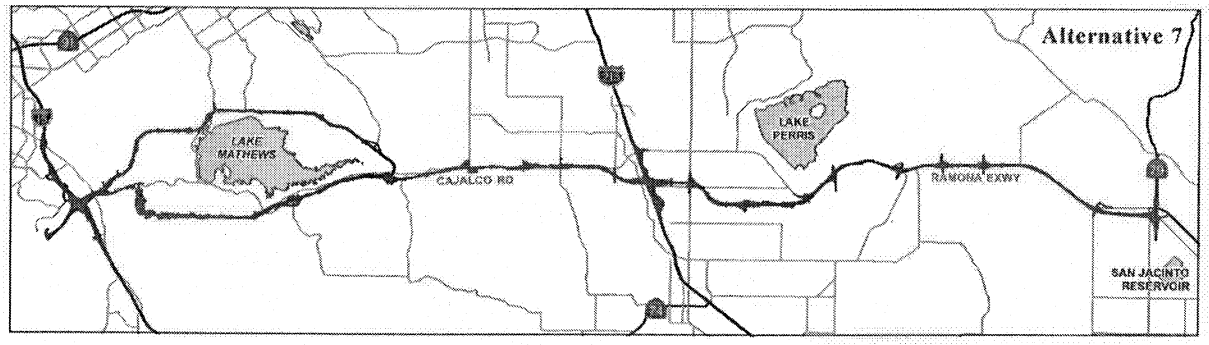
Alt. No.	Alt. Name	Description	Reason for Including/Issues
1A	No Project/No Action; Existing Ground Conditions	2035 traffic on the planned street network except for future improvements to Cajalco Road and Ramona Expressway, which would remain as they exist today.	Identified through initial planning.
1B	**No Project/No Action; GP Circulation Element Conditions**	**2035 traffic levels on the planned street network, according to the Circulation Element of the Riverside County General Plan.**	**Identified through initial planning and renumbered from Alternative 8 to Alternative 1B.**
4	South Lake Mathews/North Perris (Drain) Alternative	Provide a 6- to 8-lane controlled access parkway located south of Lake Mathews and follows a northern alignment through the city of Perris.	Identified through initial planning and rerouted as a result of engineering feasibility issues identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005.
5	South Lake Mathews/South Perris (Rider Street) Alternative	Provide a 6- to 8-lane controlled access parkway located south of Lake Mathews and follows a southern alignment through the city of Perris along Rider Street.	Identified through initial planning.
6	General Plan/North Perris (Drain) Alternative	Implementation of General Plan Circulation Element improvements between I-15 and El Sobrante Road and a new 6- to 8-lane controlled-access parkway east of El Sobrante Road to SR-79. Includes a 4-lane urban arterial north of Lake Mathews, a 4-lane controlled-access expressway south of Lake Mathews, west of El Sobrante Road and a 6- to 8-lane controlled access parkway east of El Sobrante Road. Alternative 6 follows a northern alignment through the city of Perris.	Identified through initial planning and rerouted as a result of engineering feasibility issues identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005.
7	General Plan/South Perris Alternative	Implementation of General Plan Circulation Element improvements between I-15 and El Sobrante Road and a new six- to eight-lane controlled-access parkway east of El Sobrante Road to SR-79. Includes a 4-lane urban arterial north of Lake Mathews, a 4-lane controlled-access expressway south of Lake Mathews, west of El Sobrante Road and a 6- to 8-lane controlled access parkway east of El Sobrante Road. Alternative 6 follows a southern alignment through the city of Perris along Rider Street.	Identified through initial planning.
9	Far South/Placentia Avenue Alternative	Provide a 4- to 6-lane controlled-access parkway south of both Lake Mathews and Mead Valley and a 6- to 8-lane controlled-access parkway between Old Elsinore Road and I-215 and a 6- to 8-lane controlled-access parkway between I-215 and SR-79	Identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005 to avoid the Metropolitan Water District of Southern California (Metropolitan) Habitat Conservation Plan (HCP) Reserve.

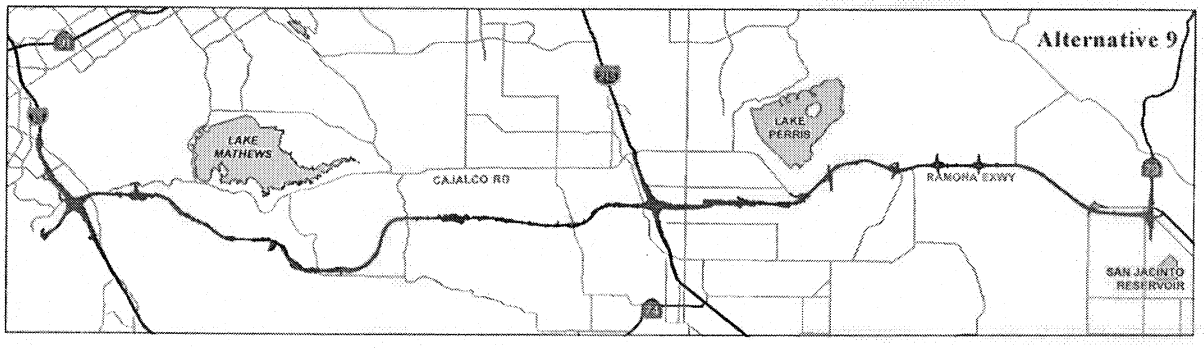
This page intentionally left blank











SOURCE: TBM (2006), Jacobs Engineering (02/2007).

0 2.62 5.24 10.48 Kilometers

0 1.625 3.25 6.5 Miles

Alternatives 4,5,6,7 and 9

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200

I:\JCV\531\GIS_Final\NOP\mcp_all_alternatives_091707.mxd (9/18/2007)

This page intentionally left blank

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814

IN REPLY REFER TO
HDA-CA
File # FHWA-CA-EIS-04-01-D
Document #

October 22, 2007

Mr. Darren Hill and Mr. George Zuniga
Soboba Cultural Resource Department
Soboba Band of Luiseño Indians
23904 Soboba Road
San Jacinto, CA 92583

Subject: Mid County Parkway Archaeological Testing Program

Dear Mr. Hill and Mr. Zuniga:

The Federal Highway Administration (FHWA) appreciates the comments received thus far from the Soboba Band of Luiseño regarding the Mid County Parkway (MCP) Draft Archaeological Evaluation Proposal (AEP). From the comments made at the meetings on October 5 and 11, 2007, and from your e-mail (from Darren Hill and George Zuniga received on October 18, 2007), I understand that Soboba is concerned with the following issues:

- That the MCP Tribal consultation has been rushed;
- Soboba requests that all artifacts be avoided or securely stored on site; and
- That there seems to be no provisions for the custody and ownership of the artifacts collected.

FHWA is taking its responsibilities to consult with the Indian Tribes on this project very seriously. While the consultation regarding the AEP has been expedited; I think that the consultation effort to date has been adequate. After the distribution of the Draft AEP (sent to the Soboba on September 25, 2007), two meetings were arranged (on October 5 and October 11, 2007) to explain the content of and methods included within the Draft AEP, and to answer any questions or address any concerns that the Tribes may have. Comments received from Tribes during the October 5, 2007 meeting were considered and addressed with draft language that was circulated at the meeting on October 11, 2007. In addition, several additional attempts (telephone and e-mail) have been made to solicit a response from all of the interested Tribes, and we have attempted to address all specific concerns that have been expressed about the Draft AEP.

Regarding your request to avoid or securely store cultural materials on site, every effort has been made to avoid cultural resources in the MCP area of potential effects (APE), and as a result proposed excavations are limited to within the direct APE. Unfortunately, there are a few sites in the project direct APE that are located in regions that are not considered secure enough to store artifacts on site. While we understand that it is Soboba's policy that artifacts and cultural items are not collected or curated, the artifacts discovered during Phase 2 excavations will need to be analyzed in a laboratory setting to aid in the site evaluation process. Furthermore, all of the sites that are being tested are inside the direct APE and will

BUCKLE UP AMERICA

likely be directly affected by construction. As such, artifacts that are reburied on site would be in jeopardy of being destroyed along with the site during the construction phase of work.

As a result of your in-put in the meeting on October 5, 2007, a chain of custody of all artifacts from the field collection to the project laboratory will be maintained. The details are included in the revised AEP, which was redistributed in Draft form in our meeting of October 11, 2007. Also as a result of your in-put we have revised the AEP in regards to curation. A curation agreement will be worked out (most likely with the Western Center for Archaeology and Paleontology [WCAP]) that will attempt to take into account the Tribe's concerns, including the issue of ownership and ultimate disposition of artifacts. As we work towards a curation agreement for the MCP artifacts, we will continue to work with Tribes to ensure that their voices are heard on the issues of curation. If you are interested in visiting the WCAP, we can arrange a tour of the facility or if you would like to arrange this on your own please contact Paisley Cato at p.cato@westerncentermuseum.org.

The MCP is a large and complex project. The schedule must continue to move forward as allowed and encouraged by the Executive Order for Environmental Streamlining. In order to meet our project deadlines, it is imperative that we begin fieldwork as soon as possible (previously scheduled to start on October 22, 2007).

The FHWA and the partner agencies on the MCP have made a reasonable and good faith effort to consult with the Tribes, and I would like to encourage an open-ended dialog between all interested parties. Please feel free to contact me at (949) 253-7959 or any of the project representatives, at any time.

Sincerely,

Edrie Vinson

Edrie Vinson
Senior Environmental Specialist

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814

IN REPLY REFER TO
HDA-CA
File # FHWA-CA-EIS-04-01-D
Document #

October 24, 2007

Ms. Laura Miranda
Pechanga Band of Luiseño Indians
P.O. Box 1477
Temecula, CA 92593

Subject: Mid County Parkway Archaeological Testing Program

Dear Ms. Miranda:

The Federal Highway Administration (FHWA) appreciates the comments received thus far from the Pechanga Band of Luiseño Indians (Pechanga) regarding the Mid County Parkway (MCP) Draft Archaeological Evaluation Proposal (AEP). From your e-mails, the comments made at the field meeting on October 11, 2007, by Pechanga representatives Anna Hoover and Paul Macarro, and from our phone conversation on October 18, 2007, I understand that Pechanga is concerned that the federal consultation requirements are not being met for the reasons you described below:

- There has not been adequate time for Pechanga to review and make comments on the Draft AEP or the Extended Phase I (XPI) Survey Report. In addition, there has not been adequate time to review the scope of work, complete the monitoring agreements, and schedule monitors for fieldwork for the AEP.
- Alignment options and site treatment/preservation issues are being decided during the testing of the MCP sites that forecloses the ability of Pechanga to consult and make meaningful recommendations on these topics.
- There has not been sufficient time for Pechanga to schedule a meeting with the agencies involved with MCP.

It is our understanding from your communications that if the Phase II testing of MCP sites proceeds without providing additional time for consultation with Pechanga, that Pechanga will participate with the Phase II testing only under protest for the right to consult on and protect the cultural resources as well as to understand the actions that the agencies are taking. We also understand that Pechanga does not agree with the streamlined approach of the MCP project that allows for the different phases of work to overlap. We acknowledge that the overlapping of some of the steps in the identification and evaluation of cultural resources is not the normal FHWA process. FHWA has undertaken these streamlining measures pursuant to this project's coverage under Executive Order 13274 for Environmental Stewardship and Streamlining; however, we are committed to complying with all federal laws, including Section 106.

BUCKLE UP AMERICA

FHWA and its partner governments (Riverside County Transportation Commission [RCTC] and California Department of Transportation [Caltrans]) are taking their responsibilities to consult with the Indian Tribes on this project very seriously. I think that the consultation effort to date has been exemplary, albeit expedited at times. During the MCP Phase I Identification Survey, a total of 20,000 acres were surveyed and over 600 cultural resources were identified. The area of potential effects (APE) for the various design alternatives of the MCP project was reduced to just less than 8,000 acres in size and contains a total of 96 cultural resources. Through the consultation that began in 2004 between Pechanga and RCTC, Pechanga has played a key role in decisions on alignment options and site preservation issues, including numerous meetings to discuss the Cajalco Creek Site (P-33-13791). Going back to RCTC's meeting with you and other Pechanga Tribal members in August 2004, RCTC listened to concerns regarding the cultural importance of this site to the Tribe. Consequently, RCTC searched for different alternatives for avoiding or minimizing effects to this site, which were then reviewed by the Pechanga Tribal Council. Ultimately, the importance of this site to Pechanga was one key factor in RCTC's decision to select Alternative 9 as their locally preferred alternative. Alternative 9 is the only alternative that fully avoids the Cajalco Creek Site. As the lead agency for the United States Government on this project, FHWA seeks to continue to work with the Tribe in the same spirit of cooperation that led to the avoidance of the Cajalco Creek site.

With the distribution of the Draft AEP (sent to all Tribes on September 25, 2007), two meetings were arranged (on October 5 and October 11, 2007) to explain the content of and methods included within the Draft AEP, to hear comments from the Tribes, and to answer any questions or address any concerns that the Tribes may have. Comments received from Tribes during the October 5, 2007, meeting were expeditiously considered and addressed with draft language that was circulated at the field meeting on October 11, 2007. Although Pechanga was not represented at the October 5, 2007, meeting, a representative of LSA Associates, Inc. (LSA) contacted Pechanga after the meeting in order for the Tribe to understand what had been discussed. In addition, several additional attempts (telephone and e-mail) have been made to solicit a response from all of the interested Tribes, and we have attempted to address all specific concerns that have been expressed about the Draft AEP.

The agencies (FHWA, Caltrans, and RCTC) arranged for a representative from both the Advisory Council on Historic Preservation and for the State Historic Preservation Officer (SHPO) to be present at the October 11, 2007, field meeting in order for the Tribes to be able to express their concerns about the MCP project. A direct result of the October 11, 2007, field meeting was that the agencies, in the spirit of early and ongoing consultation, decided to send out a copy of the Preliminary Draft MCP XPI Survey Report for preliminary review by the interested Indian Tribes, even though this report is still under review by FHWA, Caltrans, and RCTC. Although this report is currently under review, we have all been kept apprised of which XPI sites would be moving forward into the archaeological evaluation program based on what was recovered during the XPI survey, and which sites are not advancing; these criteria were clearly explained in the XPI Survey Proposal. During the XPI survey, weekly e-mail updates were sent to the Tribes by LSA that documented the types of artifacts that were found at sites that contain a subsurface deposit. Sites without a subsurface component were also documented in these e-mails. The XPI report is a culmination of the fieldwork and consultation for this phase of the project, and all findings that were sent out in the e-mail correspondence are reported within. Any feedback that was received from the Tribes during or after the XPI fieldwork is reflected in the XPI Survey Report. Monitoring of the XPI survey work by Tribal representatives is a form of consultation that afforded a great opportunity for both the Tribes and agencies to learn more about the MCP sites and to comment while the work was in progress. We are confident that the Tribes will find that the November 26, 2007, date, which allows the Tribes a 40-day review period, is sufficient time for the Tribes to offer comments on this document.

A critical part of Section 106 consultation is the determinations of eligibility and the findings of effect. FHWA, Caltrans, SHPO, and RCTC agreed during the October 11, 2007, field meeting to sit down in a meeting with the Tribes as part of the discussions about MCP determinations of eligibility and findings of effect. This unprecedented offer is being made to the Tribes as an example of the innovative measures the agencies are willing to undertake to expedite this project, while fully considering the impacts of priority projects under the Executive Order. This meeting will be scheduled for the latter part of December 2007, after the Phase II excavations are completed. In addition to this meeting, we will be seeking Tribal input and consultation throughout all phases of the archaeological evaluation fieldwork. As with the XPI fieldwork, any feedback from the Tribal monitors on Phase II will be reflected in the Archaeological Evaluation Report, and will help us all to become more confident in our ability to have meaningful discussions on the determinations of eligibility and findings of effect on the tested sites.

The MCP is a large and complex project. The schedule must continue to move forward as prioritized by the Executive Order 13274 for Environmental Stewardship and Streamlining. The reports for the project are compliant with Federal and State requirements, as applicable, and there is a quality assurance/quality control process that ensures the highest standards as we proceed through our National Historic Preservation Act (NHPA), National Environmental Policy Act (NEPA), and California Environmental Quality Act (CEQA) requirements. Please be assured that decisions *are not* being made that preclude Tribal input and meaningful consultation. In fact, the contributions from the Tribes thus far have led us to a much more environmentally sound alternative, one that is supported or accepted by all of the agencies with whom we consult. I acknowledge the Tribes for that. Additionally, fieldwork that was originally slated to begin on October 15, 2007, has been postponed to November 5, 2007. With the extension of this start date to allow for more time for you to review the Draft AEP, the XPI Survey Report, and the scope of work for completing monitoring agreements, we hope we have successfully addressed your concerns.

The FHWA and other partner agencies on the MCP project encourage continued open-ended dialog among all interested parties on this project as well as full consideration of all of the archaeological sites. Please feel free to contact me at (949) 253-7959 or any of the project representatives at any time.

Sincerely,

Edrie Vinson

Edrie Vinson
Senior Environmental Specialist

This page intentionally left blank

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814

IN REPLY REFER TO
HDA-CA
File # FHWA-CA-EIS-04-01-D
Document #

October 30, 2007

Mr. Adrian Morales
San Gabriel Band of Mission Indians
2077 East Greenhaven St.
Covina, CA 91724

Subject: Mid County Parkway Archaeological Testing Program

Dear Mr. Morales:

The Federal Highway Administration (FHWA) values the comments received from the San Gabriel Band of Mission Indians (Gabrieleno) regarding the Mid County Parkway (MCP) Draft Archaeological Evaluation Proposal (AEP). From the comments made at the meetings on October 5 and 11, 2007, and from your e-mail (from Adrian Morales received on October 25, 2007), I understand that the Gabrieleno requests further consultation on the following issues:

- The proposed Phase II work plan methods provided in the Draft AEP including the use of Shovel Test Pits (STPs) to determine National and California Register site significance, and the percentage amount of the site being tested;
- The curation plan for the artifacts collected during the Phase II work;
- A reasonably accurate determination of the presence of human remains on the sites during the Phase II; and
- That the consultants on this project, LSA Associates, Inc. (LSA) not minimize the significance of the Phase II sites.

As far as archaeological field methods are concerned, we agree with you that STPs are a great way to determine site boundaries. In addition, they can be helpful indicators of the densest portions of the investigated site; based on the density of material found (or not found) within an STP, they can often aid in the placement of larger test excavations units. As written in the Draft AEP, this is how the STPs will be used: for boundary testing and aiding in the placement of excavation units; not to determine overall site significance. In order to gather an adequate sample for site testing and evaluation we propose to use a series of 1 x 1 m units.

BUCKLE UP AMERICA

The Phase II evaluations of the MCP sites are being conducted to determine whether these sites are eligible for the National Register of Historic Places (NRHP) and whether they are historical resources under California Environmental Quality Act (CEQA). FHWA, Caltrans, RCTC, the Advisory Council on Historic Preservation (ACHP), and the State Historic Preservation Office (SHPO) all discourage unnecessary excavation of archaeological sites both because of costs and to avoid impacts to sites that would otherwise not be affected. In that manner, we feel that the types of testing methods and the quantities of excavations that are proposed in the AEP are at an appropriate level for a Phase II investigation.

Site significance is evaluated based on a number of factors that can play very important roles in applying the four NRHP criteria: the types of artifacts recovered, the density of the artifacts encountered, the integrity of the site (that is, how well preserved the cultural deposit is), the ability to temporally place the site, the potential to yield important data, the presence of human remains, and tribal in-put received during project consultation. We agree with your concern about accurately determining early-on the presence of human remains on the MCP sites whenever possible. We believe that the AEP presents a plan for excavation that may help to signal the presence of human burials on each site, although it will always be difficult to predict the presence of singular burials. We appreciate your input about the location of burials and cremations in and around habitation, multi-use, and possibly milling sites.

It is the shared responsibility of FHWA, California Department of Transportation (Caltrans), and Riverside County Transportation Commission (RCTC) in consultation with the Tribes to create, execute, and determine eligibility on the sites that are being tested on the Mid County Parkway. LSA is a consultant to RCTC. Under the authority of FHWA, Caltrans professionally qualified staff (PQS) review all proposals and reports to ensure compliance with all applicable state and federal requirements. Recommendations will start with LSA, but the determinations of eligibility and the findings of effect are ultimately determined by the agencies with input from the Tribes. Please note that FHWA, Caltrans, SHPO, and RCTC agreed during the October 11, 2007, field meeting to sit down in a meeting with the Tribes as part of the discussions about MCP determinations of eligibility and findings of effect. In addition to this meeting, we will be seeking Tribal input and consultation throughout all phases of the archaeological evaluation fieldwork.

We appreciate the thoughtful comments that we have received from the Tribes on the Draft AEP. After the distribution of the Draft AEP (sent to all interested Tribes on September 25, 2007), two meetings were arranged (on October 5 and October 11, 2007) to explain the content of and methods included within the Draft AEP, and to answer any questions or address any concerns that the Tribes may have. Comments received from Tribes during the October 5, 2007 meeting were considered and addressed with draft language that was circulated at the meeting on October 11, 2007. In addition, several additional attempts (telephone and e-mail) have been made to solicit a response from all of the interested Tribes, and we have attempted to address all specific concerns that have been expressed about the Draft AEP. We have recently set up a third meeting on November 2, 2007, between the agencies and the Tribes to offer another forum for you to be able to ask questions and discuss your concerns. We hope that you will be able to attend this meeting.

We assure you that a curation agreement will be worked out that will attempt to take into account all Tribe's concerns, including the issue of access, ownership and ultimate disposition of artifacts. As we work towards a curation agreement for the MCP artifacts, we will continue to work with Tribes to ensure that their voices are heard on the issues of curation. As discussed on October 5 and 11, 2007, we are considering the use of the Western Center for Archaeology and Paleontology for curation of artifact; as requested by the Tribes, we have arranged for a tour of the facility on November 2, 2007.

The MCP is a large and complex project and we thank you for your continued involvement and participation. The schedule must continue to move forward as prioritized by the Executive Order 13274 for Environmental Stewardship and Streamlining. The reports for the project are compliant with Federal and State requirements, as applicable, and there is a quality assurance/quality control process that ensures the highest standards as we proceed through our NHPA, NEPA, and CEQA requirements. The FHWA and the partner agencies on the MCP will continue to make a reasonable and good faith effort to consult with the Tribes, and I would like to encourage an open-ended dialog between all interested parties. Please feel free to contact me at (949) 253-7959 or any of the project representatives, at any time.

Sincerely,

Edrie Vinson

for Gene Fong
Division Administrator

This page intentionally left blank

P2302

82162 CB, GQ, MM, HS

United States Department of the Interior

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

RECEIVED
NOV 06 2007
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

In Reply Refer To:
FWS-WRIV-08B0080/08FA0004

Gene F. Fong
Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, California 95814

Subj: Mid County Parkway Range of Alternatives, Riverside County, California

Dear Mr. Fong:

This letter responds to your request dated September 28, 2007, for formal and final agreement on the range of alternatives for the Mid County Parkway project pursuant to the National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Surface Transportation Projects (NEPA/404 MOU). Because the concurrence points prescribed in the NEPA/404 MOU are predicated on one another and we were not involved in developing purpose and need or project alternatives, our previous correspondence indicated that our agency would not participate in the formal concurrence process pursuant to the NEPA/404 MOU (see enclosure). As we previously indicated, we are available to informally assist your agency in the transportation planning process, particularly in relation to potential project effects to federally listed species and existing habitat conservation plans.

If you have any question regarding this letter, please contact Doreen Stadtlander of this office at (760) 431-9440.

Sincerely,

Karen A. Goebel

Karen A. Goebel
Assistant Field Supervisor

Enclosure

cc:
Susan Myers, ACOE, Los Angeles, CA
Eric Raffini, EPA, Los Angeles, CA
Susan Sturges, EPA, San Francisco, CA
Cathy Bechtel, RCTC, Riverside, CA
Marie Petry, Caltrans, San Bernardino, CA

TAKE PRIDE® IN AMERICA

B.1.9.2.1

This page intentionally left blank

ENCLOSURE

United States Department of the Interior

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

In Reply Refer To:
FWS-WRIV-4214.4

DEC 9 2005

Mr. Gene F. Fong
Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, California 95814

Re: Preliminary Agreement Pursuant to the NEPA/404 MOU Process on Revised Range of Alternatives for the Mid County Parkway Project, Riverside County, California

Dear Mr. Fong:

This letter responds to your letter of October 19, 2005, requesting preliminary agreement in writing, pursuant to the National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Surface Transportation Projects (NEPA/404 MOU process) projects in Arizona, California, and Nevada, on the revised range of alternatives for the Mid County Parkway project. As we indicated to you in letter dated September 28, 2004, our agency rejoined this integration process for the subject project after workload constraints associated with the processing of the incidental take permit for the Western Riverside County Multiple Species Habitat Conservation Plan ended. Nonetheless, after taking part in several meetings before and after our September letter, it became clear that substantial progress and project development had occurred during our extended absence. Because the concurrence points prescribed in the NEPA/404 MOU are predicated on one another and we were not involved in developing the purpose and need statement or the preliminary project alternatives, we believe that the planning effort has advanced beyond the point where our formal concurrence would facilitate the integration process anticipated in the NEPA/404 MOU. Consequently, and as we indicated verbally in meetings (i.e., informal meeting with the Riverside County Transportation Commission (RCTC) and California Department of Fish and Game on September 14, 2004; Small Working Group meetings on August 18, and September 21, 2004) and on conference calls (i.e., RCTC on October 17, 2005), our agency is participating only on an informal basis in the NEPA/404 MOU process. We will continue to provide technical assistance when requested, particularly in relation to potential project-related effects to federally listed species and existing habitat conservation plans.

TAKE PRIDE IN AMERICA

We look forward to informally assisting your agency and the local project sponsor, RCTC, in the transportation planning process. If you have any question regarding this letter, please contact Doreen Stadtlander of this office at (760) 431-9440.

Sincerely,

Karen A. Goebel
Assistant Field Supervisor

cc:
Susan Meyer, ACOE, Los Angeles, CA
Steven John, EPA, Los Angeles, CA
Matthew Lakin, EPA, San Francisco, CA
Cathy Bechtel, RCTC, Riverside, CA
Marie Petry, Caltrans, San Bernardino, CA

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

REPLY TO
ATTENTION OF:
Regulatory Division

December 14, 2007

Mr. Gene K. Fong
Division Administrator
Federal Highway Administration
California Division, Los Angeles Metro Office
888 S. Figueroa, Suite 1850
Los Angeles, California 90017

Dear Mr. Fong:

This letter responds to your request for our concurrence on the final range of alternatives to be studied in the draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the **Mid-County Parkway Project** ("MCP") located in western Riverside County, California. Your request for our written response was submitted pursuant to the procedures outlined in the 1994 *California NEPA/404 Integrated Process Memorandum of Understanding.*

In our role as a cooperating agency on the EIR/EIS, the U.S. Army Corps of Engineers (Corps) has provided the MCP project proponent, Riverside County Transportation Commission (RCTC), with both technical and policy guidance related to the development of project-level alternatives. Our comments have been provided with the primary purposes of: 1) documenting a clear rationale as to why preliminary alternatives were eliminated and 2) ensuring the alternatives that remain after the initial screening process constitute an appropriate range of transportation solutions that are both reasonable and practicable for purposes of National Environmental Policy Act (NEPA) and Clean Water Act (CWA) compliance. Paramount to achieving the latter is the identification of transportation alternatives that fulfill the overall project purpose and minimize impacts to environmental resources, including the aquatic environment. Under our authorities promulgated in Section 404 of the CWA, the Corps can only authorize the least environmentally damaging practicable alternative.

Notwithstanding the completion of the Corps formal verification process for determining the geographic extent and quantification of jurisdictional waters of the U.S. within the MCP study area, we offer our agreement on the range of alternatives to be carried forward into the draft EIR/EIS: Alternatives 1A, 1B, 4, 5, 6, 7 and 9. Our concurrence is based on project data furnished to our office, including the *MCP Alignment Alternatives Table* (September 18, 2007), *Alternative Evaluation Detail Matrix* (September 17, 2007), *Alternative Maps/Layout Plans* (undated), and the findings presented in various draft technical studies prepared in support of the forthcoming NEPA document.

Our concurrence on the final range of alternatives does not constitute our agreement on all aspects of the project's technical information. In this regard, we recommend one of the next steps in the environmental process include meaningful discussions with appropriate Federal and State agencies on compensatory mitigation strategies for significant and unavoidable adverse impacts to wetlands and other jurisdictional aquatic features.

We appreciate the efforts of your staff, as well as those of the RCTC and its consultants, to actively involve the Corps in this environmental process. We look forward to reviewing the administrative and public draft versions of the EIR/EIS. Should you have any questions, please contact the undersigned at (808) 438-2137 or at susan.a.meyer@usace.army.mil. Please refer to this letter and Corps File No. SPL-2001-00537.

Sincerely,

Susan A. Meyer
Senior Project Manager
Regulatory Division

CF:
Cathy Bechtel, Riverside County Transportation Commission
Tay Dam, Federal Highway Administration
Susan Sturges, Environmental Protection Agency, Region IX
Eric Raffini, Environmental Protection Agency, Region IX
Doreen Stadtlander, U.S. Fish and Wildlife Service
Marie Petry, Caltrans, District 8
Rob McCann, LSA Associates
Charles Landry, Jacobs Engineering

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

December 14, 2007

Mr. Gene Fong
Federal Highway Administration
650 Capitol Mall, #4-100
Sacramento, California 95814

Subject: Final Agreement on Range of Alternatives for the Mid County Parkway Project, Riverside County, California.

Dear Mr. Fong:

This letter responds to your September 28, 2007 letter requesting Final Agreement on the Range of Alternatives for the Mid County Parkway Project. The request is in accordance with the 2006 National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU).

EPA is a participant in an interagency Small Working Group which provides a forum for early feedback during the development of the Draft Environmental Impact Statement (EIS) and facilitates the NEPA/404 MOU process. EPA has provided preliminary agreement on an initial suite of alternatives (November 4, 2004), preliminary agreement on a revised suite of alternatives (November 28, 2005), and comments on several draft technical documents which will support the Draft EIS.

EPA offers our final agreement on two No Build/No Action Alternatives and five Build Alternatives as the Range of Alternatives to carry forward in the Draft EIS:

1A	No Project/No Action; Existing Ground Conditions
1B	No Project/No Action; General Plan Circulation Element Conditions
4	South Lake Mathews/North Perris (Drain) Alternative
5	South Lake Mathews/South Perris (Rider Street) Alternative
6	General Plan/North Perris (Drain) Alternative
7	General Plan/South Perris Alternative
9	Far South/Placentia Avenue Alternative

EPA provides Final Agreement based on information provided in the three attachments of the September 28, 2007 request for final agreement on the range of alternatives: 1) Mid County Alignment Alternatives Table, 2) Alternatives Evaluation Detail Matrix, and 3) Figure of Alternatives 4, 5, 6, 7, and 9.

Printed on Recycled Paper

EPA is aware of discrepancies in the jurisdictional delineation reports for several wetland and nonwetland features in an overlapping project area for the Mid County Parkway and State Route 79 Realignment Projects. EPA and the U.S. Army Corps of Engineers (Corps) are currently working with Riverside County Transportation Commission (RCTC) and their consultants to resolve these discrepancies. At this time, EPA does not believe that the discrepancies are of a magnitude to affect the overall decision-making behind selection of a final range of alternatives.

As next steps for this project, EPA will continue to work with the Corps and RCTC to resolve the discrepancies between the jurisdictional delineation reports and will review the Administrative Draft EIS. EPA will later review the Draft EIS and provide comments as described in the NEPA/404 MOU and pursuant to NEPA, Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.. We are also available to continue working with the Small Working Group to further refine the design of project alternatives to avoid and minimize impacts to resources. In addition, we would like to be involved in conceptual mitigation discussions.

Thank you for requesting our Final Agreement on the Range of Alternatives. We look forward to continued participation in this project through the NEPA/404 MOU process. If you have any questions or comments, please contact Susan Sturges, lead reviewer for this project (sturges.susan@epa.gov; 415-947-4188) or Eric Raffini, wetlands lead (raffini.eric@epa.gov; 415-972-3544).

Sincerely,

Connell Dunning

FOR

Nova Blazej, Manager
Environmental Review Office

CC: Tay Dam, Federal Highway Administration
Cathy Bechtel, Riverside County Transportation Commission
Susan Meyer, Army Corps of Engineers
Doreen Stadtlander, U.S. Fish and Wildlife Service
Marie Petry, Caltrans District 8
Rob McCann, LSA
Scott Lawson, California Department of Fish and Game

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

April 10, 2008

REPLY TO
ATTENTION OF:
Office of the Chief
Regulatory Division

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, California 92502-2208

Dear Ms. Bechtel:

Reference is made to your original and revised submittals of May 2007 and February 2008, respectively, in which your agent, LSA Associates Inc., requests verification of the jurisdictional limits of Section 404 of the Clean Water Act ("CWA") for a number of water bodies, tributaries and wetlands occurring within the **Mid-County Parkway Project ("MCP")** study area located in western Riverside County, California (Corps File No. SPL-2001-00537-SAD). Your jurisdictional determination request is a formal concurrence point specified in the multi-agency collaborative process to integrate and streamline the requirements of the National Environmental Policy Act and Section 404 of the CWA for surface transportation projects in the State of California. This letter of verification fulfills this concurrence point.

Based on our October 16-17, 2006 site visits and information furnished to our office, including the May 2007 (revised February 2008) jurisdictional delineation report entitled "*Mid-County Parkway Jurisdictional Delineation and Assessment Report*", we have determined that your proposed project does discharge dredged or fill material into a water of the United States ("U.S."). Therefore, the project is subject to our jurisdiction under Section 404 of the CWA and a Department of the Army ("DA") permit is required from our office. According to the delineation report, the MCP would result in the placement of fill material in the following water bodies, tributaries, and adjacent wetlands: San Jacinto River, Temecula Creek, Bedford Wash, Cajalco Creek, Perris Valley Channel, and Lake Mathews. Preliminary estimates indicate a range of approximately 7.5 acres to 18.6 acres of waters of the U.S., including wetlands, would be permanently impacted by the proposed MCP, depending on the alternative selected. Similarly, approximately 6.1 acres to 10.5 acres of waters of the U.S., including wetlands, would be temporarily impacted.

The enclosed tables list the waters of the United States, including wetlands, regulated by Section 404 of the CWA. Specifically, Tables A-1 through A-3 identify the jurisdictional waters of the U.S., including wetlands, occurring within each of the proposed MCP project alternatives under consideration and the estimated acreage by aquatic feature (Enclosure 1). Table C-1 documents those water bodies, tributaries and wetlands that are not subject to Corps jurisdiction,

including wetlands and other waters of the U.S. that are isolated (Enclosure 2). All tables referenced in this letter correspond to figures and maps compiled in the *Mid-County Parkway Jurisdictional Delineation and Assessment Report* (LSA Associates 2007). The subject report will be retained in our office files as part of the project's official administrative record and the Corps' approved jurisdictional delineation/determination.

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

This letter contains an approved jurisdictional determination for the Mid-County Parkway Project. If you object to this decision, you may request an administrative appeal under Corps regulations at 33 C.F.R. Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form (Enclosure 3). If you request to appeal this decision you must submit a completed RFA form to the Corps South Pacific Division Office at the following address:

Thomas J. Cavanaugh
Administrative Appeal Review Officer
South Pacific Division, Corps of Engineers
1455 Market Street, Room 1760
San Francisco, CA 94103-1399
Tel: (415) 503-6574 Fax: (415) 503-6646

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 C.F.R. Part 331.5, and that it has been received by the Division Office within 60 days of the date on the NAP. Should you decide to submit an RFA form, it must be received at the above address by June 1, 2008. It is not necessary to submit an RFA form to the Division office if you do not object to the decision in this letter.

This verification is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. If you wish to submit new information regarding the approved jurisdictional determination for this site, please submit this information to: Ms. Susan A. Meyer at the letterhead address by June 1, 2008. The Corps will consider any new information so submitted and respond within 60 days by either revising the prior determination, if appropriate, or reissuing the prior determination. A revised or reissued jurisdictional determination can be appealed as described above.

If you have any questions, please contact Ms. Susan A. Meyer of my staff at: (808) 438-2137 or susan.a.meyer@usace.army.mil. Alternatively, you may contact Ms. Stephanie J. Hall at (213) 452-3410 or Stephanie.j.hall@usace.army.mil. Please be advised that you can now comment on your experience with Regulatory Division by accessing the Corps web-based customer survey form at: http://per2.nwp.usace.army.mil/survey.html.

Sincerely,

David J. Castanon
Chief, Regulatory Division
Los Angeles District

Enclosures
1. Tables A-1 through A-3
2. Table C-1
3. Request for Appeal Form and Administrative Appeal Process

CF:
Eric Raffini, Environmental Protection Agency, Region IX, Wetlands Office
Tay Dam, Federal Highway Administration
Scott Quinnel, Caltrans, District 8
Rob McCann, LSA Associates, Inc.

This page intentionally left blank

ENCLOSURE 1

Tables A-1 through A-3

This page intentionally left blank

MID COUNTY PARKWAY
JURISDICTIONAL DELINEATION

TABLE A-1: USACE DRAINAGE SYSTEM AND REACH ACREAGE VEGETATED AND NON-VEGETATED WATERS OF THE U.S.

REACH	DRAINAGE SYSTEM	WETLAND ACRES	NON-WETLAND ACRES	TOTAL ACRES[1]	LATITUDE	LONGITUDE
Reach 1	Miscellaneous[2]	0.03	0.69	0.72		
Reach 1	1	0.36	0.54	0.89	33.824330	-117.523855
Reach 1	2		4.40	4.40	33.819022	-117.514513
Reach 1	3	0.24		0.24	33.824682	-117.510874
Reach 1	4		0.28	0.28	33.823506	-117.506815
Reach 1	5	2.70	0.12	2.81	33.824989	-117.506316
Reach 1 Total		**3.32**	**6.03**	**9.34**		
Reach 2	Miscellaneous	<0.01	0.57	0.57		
Reach 2	6	1.65	1.63	3.28	33.824605	-117.489171
Reach 2	7	0.07	0.13	0.20	33.822522	-117.490020
Reach 2	8	0.19	0.74	0.93	33.822974	-117.472164
Reach 2	9	0.03	0.13	0.16	33.826772	-117.481562
Reach 2	10	0.04	0.29	0.33	33.818934	-117.484211
Reach 2	11	0.49	0.07	0.56	33.817497	-117.480917
Reach 2	12	0.32	0.25	0.57	33.818354	-117.473935
Reach 2	13	0.55	0.19	0.74	33.814429	-117.473529
Reach 2	14	1.43	0.90	2.34	33.825336	-117.467236
Reach 2	15		0.03	0.03	33.809118	-117.467194
Reach 2	16	0.90	0.91	1.81	33.811911	-117.457846
Reach 2	17	0.12	0.26	0.38	33.809471	-117.463078
Reach 2	18	0.24	0.20	0.44	33.813216	-117.459284
Reach 2	19		0.23	0.23	33.809435	-117.454366
Reach 2	20	0.17	0.24	0.41	33.805442	-117.449179
Reach 2 Total		**6.21**	**6.75**	**12.96**		
Reach 3	Miscellaneous	0.07	2.48	2.55		
Reach 3	21	0.33	1.41	1.74	33.802429	-117.418030
Reach 3	22		0.25	0.25	33.814930	-117.417523
Reach 3	23	0.07	0.10	0.17	33.803667	-117.367680
Reach 3	24	0.12	0.49	0.60	33.814185	-117.365971
Reach 3	25	0.72	0.96	1.68	33.814493	-117.363065
Reach 3	26	1.72	0.21	1.93	33.815498	-117.357240
Reach 3	27	0.24	0.59	0.82	33.817096	-117.353118
Reach 3	28	0.14	0.48	0.62	33.817361	-117.345934

REACH	DRAINAGE SYSTEM	WETLAND ACRES	NON-WETLAND ACRES	TOTAL ACRES[1]	LATITUDE	LONGITUDE
Reach 3	29	0.02	1.02	1.04	33.817799	-117.329815
Reach 3	30	0.08	0.48	0.56	33.818354	-117.323422
Reach 3	31	0.04	0.42	0.46	33.816773	-117.318054
Reach 3	32	0.03	0.38	0.40	33.815607	-117.313133
Reach 3	33	0.02	0.47	0.49	33.814775	-117.309353
Reach 3	34	0.05	0.12	0.17	33.813966	-117.300220
Reach 3	35	0.01	0.21	0.22	33.813358	-117.288468
Reach 3	36	1.29	0.33	1.62	33.814721	-117.280265
Reach 3	37	0.24	0.91	1.15	33.821276	-117.269213
Reach 3	38	0.81	1.78	2.59	33.828669	-117.269006
Reach 3	39	0.03	0.20	0.23	33.821570	-117.264208
Reach 3	40	0.06	0.24	0.30	33.821684	-117.258374
Reach 3 Total		**6.08**	**13.50**	**19.58**		
Reach 4	Miscellaneous		0.36	0.36		
Reach 4	41		0.11	0.11	33.816720	-117.431274
Reach 4	42	0.04	0.07	0.11	33.818886	-117.426956
Reach 4	43		0.06	0.06	33.820501	-117.421212
Reach 4	44		1.27	1.27	33.820853	-117.417789
Reach 4	45	0.21	0.08	0.28	33.821653	-117.413929
Reach 4	46	0.05	0.01	0.07	33.825427	-117.406022
Reach 4	47		0.12	0.12	33.825986	-117.404306
Reach 4	48		0.07	0.07	33.826883	-117.402585
Reach 4	49	1.14	2.87	4.00	33.829796	-117.395366
Reach 4 Total		**1.44**	**5.01**	**6.45**		
Reach 5	Miscellaneous	0.00	0.44	0.44		
Reach 5	50		0.05	0.05	33.832780	-117.375136
Reach 5	51	0.35	1.37	1.72	33.833187	-117.368547
Reach 5	52	1.21	0.13	1.34	33.832029	-117.360922
Reach 5	53	0.26		0.26	33.833515	-117.352294
Reach 5	54	4.95	0.30	5.25	33.837195	-117.312815
Reach 5	55	1.63		1.63	33.835868	-117.330133
Reach 5	56	0.04	0.00	0.05	33.837850	-117.316597
Reach 5 Total		**8.45**	**2.29**	**10.74**		
Reach 6	Miscellaneous		5.14	5.14		
Reach 6	57	0.05	0.21	0.26	33.870015	-117.262314
Reach 6	58	0.03	0.00	0.04	33.850378	-117.253866
Reach 6	59		0.35	0.35	33.841832	-117.246011
Reach 6	60	1.76	4.60	6.36	33.825683	-117.207996
Reach 6 Total		**1.84**	**10.31**	**12.15**		

REACH	DRAINAGE SYSTEM	WETLAND ACRES	NON-WETLAND ACRES	TOTAL ACRES[1]	LATITUDE	LONGITUDE
Reach 7	Miscellaneous		1.23	1.23		
Reach 7	61	1.14	0.12	1.26	33.840758	-117.139284
Reach 7	62	0.21[3]			33.840778	-117.136060
Reach 7	63	1.34	0.27	1.60	33.840444	-117.135151
Reach 7 Total		**2.69**	**1.61**	**4.30**		
Reach 8	Miscellaneous		0.29	0.29		
Reach 8	64	4.24	1.19	5.43	33.820135	-117.019685
Reach 8	65	2.01[4]	1.73	3.74	33.823127	-117.015652
Reach 8	66	14.38[5]	0.30	14.67	33.829561	-117.003927
Reach 8	67		14.86	14.86	33.837142	-117.003459
Reach 8 Total		**20.63**	**18.37**	**38.99**		
Reach 9	Miscellaneous		0.49	0.49		
Reach 9	68	0.49	0.12	0.62	33.834255	-117.495740
Reach 9	69		0.11	0.11	33.848409	-117.486098
Reach 9	70	0.10		0.10	33.849368	-117.482445
Reach 9	71		0.03	0.03	33.849512	-117.471748
Reach 9	72		0.08	0.08	33.849775	-117.468574
Reach 9	73	0.06	0.03	0.09	33.860354	-117.453298
Reach 9	74	0.01	0.05	0.06	33.858481	-117.450132
Reach 9 Total		**0.67**	**0.91**	**1.59**		
Reach 10	Miscellaneous		0.12	0.12		
Reach 10	75	0.59	0.33	0.92	33.858168	-117.433170
Reach 10 Total		**0.59**	**0.46**	**1.04**		
TOTAL		**41.39**	**65.31**	**106.70**		

1 All numbers have been rounded to the nearest hundredth and thus may appear to sum incorrectly.
2 A further breakdown of miscellaneous features is provided in Table A-2.
3 The entire 0.21 acre of Drainage System 62 is adjacent wetland waters., as summarized in Table A-3
4 In Drainage System 65, 1.23 of the 2.01 acres are adjacent wetland waters, as summarized in Table A-3.
5 In Drainage System 66, 9.09 of the 14.38 acres are adjacent wetland waters, as summarized in Table A-3.

MID COUNTY PARKWAY
JURISDICTIONAL DELINEATION

TABLE A-2: MISCELLANEOUS DRAINAGE ACREAGE TABLE VEGETATED AND NON-VEGETATED WATERS OF THE U.S.

REACH	MISCELLANEOUS DRAINAGE	NON-WETLAND ACRES	WETLAND ACRES	TOTAL ACRES[1]	LATITUDE	LONGITUDE
Reach 1	M1	0.03		0.03	33.8431750	-117.535476
Reach 1	M2	0.00	0.03	0.04	33.8389243	-117.534129
Reach 1	M3	0.01		0.01	33.8423328	-117.533679
Reach 1	M4	0.02		0.02	33.8416676	-117.533497
Reach 1	M5	0.01		0.01	33.8365688	-117.531907
Reach 1	M6	0.02		0.02	33.8325698	-117.530775
Reach 1	M7	0.02		0.02	33.8350881	-117.530493
Reach 1	M8	0.01		0.01	33.8310202	-117.529951
Reach 1	M9	0.03		0.03	33.8207052	-117.521560
Reach 1	M10	0.02		0.02	33.8246237	-117.521309
Reach 1	M11	0.12		0.12	33.8227128	-117.518476
Reach 1	M12	0.01		0.01	33.8212512	-117.515906
Reach 1	M13	0.04		0.04	33.8155742	-117.513015
Reach 1	M14	0.01		0.01	33.8154614	-117.511319
Reach 1	M15	0.01		0.01	33.8134930	-117.511266
Reach 1	M16	0.08		0.08	33.8098589	-117.509885
Reach 1	M17	0.07		0.07	33.8124714	-117.509573
Reach 1	M18	0.01		0.01	33.8069573	-117.508604
Reach 1	M19	0.01		0.01	33.8085820	-117.507402
Reach 1	M20	0.02		0.02	33.8075115	-117.506445
Reach 1	M21	0.03		0.03	33.8026534	-117.505882
Reach 1	M22	0.02		0.02	33.8062723	-117.505920
Reach 1	M23	0.01		0.01	33.8044390	-117.505368
Reach 1	M24	0.01		0.01	33.8005329	-117.504534
Reach 1	M25	0.06		0.06	33.7992577	-117.503628
Reach 1 Total		**0.69**	**0.03**	**0.72**		
Reach 2	M30	0.01		0.01	33.8181681	-117.488962
Reach 2	M31	0.03		0.03	33.8203604	-117.488891
Reach 2	M32	0.03		0.03	33.8193540	-117.488510
Reach 2	M33	0.01		0.01	33.8170510	-117.488312
Reach 2	M34	0.39		0.39	33.8047719	-117.440254
Reach 2	M35	0.09		0.09	33.8079852	-117.436936
Reach 2	M36	0.01		0.01	33.8067449	-117.430013

REACH	MISCELLANEOUS DRAINAGE	NON-WETLAND ACRES	WETLAND ACRES	TOTAL ACRES[1]	LATITUDE	LONGITUDE
Reach 2	M37	0.00	< 0.01	<0.01	33.8045611	-117.428274
Reach 2 Total		**0.57**	**<0.01**	**0.57**		
Reach 3	M36	0.12		0.12	33.8067449	-117.430013
Reach 3	M37	0.07	0.06	0.12	33.8045611	-117.428274
Reach 3	M38	0.10		0.10	33.8061875	-117.426490
Reach 3	M39	0.06		0.06	33.8065745	-117.424819
Reach 3	M40	0.07		0.07	33.8067977	-117.423887
Reach 3	M41	0.01		0.01	33.7997923	-117.423319
Reach 3	M42	0.07		0.07	33.8066661	-117.422869
Reach 3	M43	0.01		0.01	33.7994628	-117.422182
Reach 3	M44	0.03		0.03	33.7986683	-117.420040
Reach 3	M45	0.01		0.01	33.8107613	-117.420034
Reach 3	M46	0.02		0.02	33.8127291	-117.419052
Reach 3	M47	0.00		0.00	33.7966617	-117.417981
Reach 3	M48	0.01		0.01	33.7958694	-117.416668
Reach 3	M49	0.03		0.03	33.7953002	-117.414172
Reach 3	M50	0.00		0.00	33.7954456	-117.413248
Reach 3	M51	0.00		0.00	33.7947243	-117.413220
Reach 3	M52	0.01		0.01	33.7963786	-117.412443
Reach 3	M53	0.08	0.01	0.09	33.7959314	-117.411776
Reach 3	M54	0.25		0.25	33.7945881	-117.409716
Reach 3	M55	0.01		0.01	33.7954324	-117.409222
Reach 3	M56	0.00		0.00	33.7963647	-117.408819
Reach 3	M57	0.03		0.03	33.7979855	-117.408696
Reach 3	M58	0.00		0.00	33.7981336	-117.408184
Reach 3	M59	0.23		0.23	33.7946547	-117.404839
Reach 3	M60	0.01		0.01	33.7991797	-117.401623
Reach 3	M61	0.01		0.01	33.7974465	-117.399112
Reach 3	M62	0.05		0.05	33.7989496	-117.398974
Reach 3	M63	0.03		0.03	33.7932235	-117.395112
Reach 3	M64	0.05		0.05	33.8071674	-117.365780
Reach 3	M65	0.05		0.05	33.8088440	-117.364628
Reach 3	M66	0.02		0.02	33.8100590	-117.363444
Reach 3	M67	0.08		0.08	33.8198523	-117.342954
Reach 3	M68	0.01		0.01	33.8208631	-117.341904
Reach 3	M69	0.04		0.04	33.8199752	-117.341039
Reach 3	M70	0.04		0.04	33.8193221	-117.340152
Reach 3	M71	0.02		0.02	33.8210519	-117.339886
Reach 3	M72	0.01		0.01	33.8214743	-117.339571

REACH	MISCELLANEOUS DRAINAGE	NON-WETLAND ACRES	WETLAND ACRES	TOTAL ACRES[1]	LATITUDE	LONGITUDE
Reach 3	M73	0.03		0.03	33.8198249	-117.338554
Reach 3	M74	0.00		0.00	33.8215318	-117.337958
Reach 3	M75	0.05		0.05	33.8201693	-117.336893
Reach 3	M76	0.01		0.01	33.8192160	-117.335907
Reach 3	M77	0.01		0.01	33.8188456	-117.335611
Reach 3	M78	0.01		0.01	33.8207956	-117.335023
Reach 3	M79	0.12		0.12	33.8200836	-117.334740
Reach 3	M80	0.02		0.02	33.8200690	-117.334270
Reach 3	M81	0.01		0.01	33.8203857	-117.334003
Reach 3	M82	0.01		0.01	33.8212023	-117.333377
Reach 3	M83	0.02		0.02	33.8201281	-117.320169
Reach 3	M84	0.06		0.06	33.8178812	-117.314263
Reach 3	M85	0.01		0.01	33.8174104	-117.310396
Reach 3	M86	0.00		0.00	33.8173749	-117.309630
Reach 3	M87	0.01		0.01	33.8171316	-117.309102
Reach 3	M88	0.01		0.01	33.8142168	-117.306596
Reach 3	M89	0.01		0.01	33.8147469	-117.306329
Reach 3	M90	0.01		0.01	33.8151888	-117.298422
Reach 3	M91	0.01		0.01	33.8149517	-117.297959
Reach 3	M92	0.03		0.03	33.8144513	-117.297735
Reach 3	M93	0.05		0.05	33.8143927	-117.289170
Reach 3	M94	0.01		0.01	33.8150674	-117.285156
Reach 3	M95	0.06		0.06	33.8210792	-117.275767
Reach 3	M96	0.00		0.00	33.8316250	-117.262078
Reach 3	M97	0.15		0.15	33.8217986	-117.261963
Reach 3	M98	0.13		0.13	33.8220834	-117.260606
Reach 3 Total		**2.48**	**0.07**	**2.55**		
Reach 4	M99	0.02		0.02	33.8173290	-117.429989
Reach 4	M100	0.06		0.06	33.8233868	-117.411865
Reach 4	M101	0.03		0.03	33.8243169	-117.409418
Reach 4	M102	0.06		0.06	33.8244985	-117.408987
Reach 4	M103	0.03		0.03	33.8269649	-117.401315
Reach 4	M104	0.13		0.13	33.8277533	-117.399988
Reach 4	M105	0.03		0.03	33.8287326	-117.398056
Reach 4 Total		**0.36**	**0.00**	**0.36**		
Reach 5	M106	0.01		0.01	33.8378822	-117.367809
Reach 5	M107	0.30		0.30	33.8325527	-117.356535
Reach 5	M108	0.03		0.03	33.8373272	-117.270861
Reach 5	M109	0.04		0.04	33.8432951	-117.253260

REACH	MISCELLANEOUS DRAINAGE	NON-WETLAND ACRES	WETLAND ACRES	TOTAL ACRES[1]	LATITUDE	LONGITUDE
Reach 5	M117	0.06		0.06	33.8426467	-117.253602
Reach 5 Total		**0.44**	**0.00**	**0.44**		
Reach 6	M110	0.05		0.05	33.8641690	-117.261449
Reach 6	M111	0.03		0.03	33.8642157	-117.261194
Reach 6	M112	0.03		0.03	33.8622765	-117.260659
Reach 6	M113	0.10		0.10	33.8638304	-117.259630
Reach 6	M114	0.22		0.22	33.8600213	-117.259200
Reach 6	M115	0.14		0.14	33.8548076	-117.256859
Reach 6	M116	0.00		0.00	33.8534788	-117.255791
Reach 6	M118	0.00		0.00	33.8451313	-117.252832
Reach 6	M119	0.01		0.01	33.8445751	-117.252089
Reach 6	M120	0.18		0.18	33.8452957	-117.250110
Reach 6	M121	0.03		0.03	33.8394479	-117.248416
Reach 6	M122	0.06		0.06	33.8230344	-117.248091
Reach 6	M123	0.11		0.11	33.8441535	-117.248329
Reach 6	M124	0.01		0.01	33.8231895	-117.246530
Reach 6	M125	0.11		0.11	33.8344352	-117.246391
Reach 6	M126	0.10		0.10	33.8286841	-117.245299
Reach 6	M127	0.03		0.03	33.8321105	-117.244868
Reach 6	M128	0.01		0.01	33.8312627	-117.244677
Reach 6	M129	0.07		0.07	33.8230160	-117.244242
Reach 6	M130	0.01		0.01	33.8331591	-117.243559
Reach 6	M131	0.04		0.04	33.8245339	-117.243438
Reach 6	M132	0.49		0.49	33.8283052	-117.243423
Reach 6	M133	0.62		0.62	33.8235150	-117.243319
Reach 6	M134	0.02		0.02	33.8234502	-117.242946
Reach 6	M135	0.08		0.08	33.8306293	-117.241861
Reach 6	M136	0.24		0.24	33.8238292	-117.241287
Reach 6	M137	0.08		0.08	33.8175109	-117.240569
Reach 6	M138	0.08		0.08	33.8228749	-117.240287
Reach 6	M139	0.12		0.12	33.8443195	-117.240154
Reach 6	M140	0.23		0.23	33.8140423	-117.239184
Reach 6	M141	0.02		0.02	33.8146967	-117.238988
Reach 6	M142	0.05		0.05	33.8146959	-117.238189
Reach 6	M143	0.15		0.15	33.8231144	-117.237264
Reach 6	M144	0.00		0.00	33.8227420	-117.237074
Reach 6	M145	0.51		0.51	33.8107055	-117.236933
Reach 6	M146	0.02		0.02	33.8235678	-117.237044
Reach 6	M147	0.02		0.02	33.8351690	-117.226241

REACH	MISCELLANEOUS DRAINAGE	NON-WETLAND ACRES	WETLAND ACRES	TOTAL ACRES[1]	LATITUDE	LONGITUDE
Reach 6	M148	0.04		0.04	33.8447815	-117.226002
Reach 6	M149	0.02		0.02	33.8354595	-117.225854
Reach 6	M150	0.00		0.00	33.8246817	-117.189820
Reach 6	M151	0.01		0.01	33.8244470	-117.189621
Reach 6	M152	0.01		0.01	33.8234046	-117.189553
Reach 6	M153	0.01		0.01	33.8230190	-117.189088
Reach 6	M154	0.00		0.00	33.8241676	-117.186981
Reach 6	M155	0.06		0.06	33.8234255	-117.185475
Reach 6	M156	0.03		0.03	33.8235690	-117.183163
Reach 6	M157	0.01		0.01	33.8239307	-117.182807
Reach 6	M158	0.02		0.02	33.8239433	-117.181063
Reach 6	M159	0.05		0.05	33.8239034	-117.173730
Reach 6	M160	0.23		0.23	33.8264013	-117.173029
Reach 6	M161	0.48		0.48	33.8276772	-117.170440
Reach 6	M162	0.09		0.09	33.8280942	-117.164458
Reach 6 Total		**5.14**	**0.00**	**5.14**		
Reach 7	M163	0.03		0.03	33.8298722	-117.163302
Reach 7	M164	0.04		0.04	33.8330050	-117.160329
Reach 7	M165	0.61		0.61	33.8344161	-117.159863
Reach 7	M166	0.01		0.01	33.8340029	-117.158953
Reach 7	M167	0.01		0.01	33.8376531	-117.157097
Reach 7	M168	0.02		0.02	33.8296859	-117.156542
Reach 7	M169	0.08		0.08	33.8337853	-117.156307
Reach 7	M170	0.02		0.02	33.8365062	-117.155637
Reach 7	M171	0.01		0.01	33.8375417	-117.154774
Reach 7	M172	0.01		0.01	33.8400544	-117.063685
Reach 7	M173	0.04		0.04	33.8312158	-117.047214
Reach 7	M174	0.34		0.34	33.8291106	-117.045224
Reach 7 Total		**1.23**	**0.00**	**1.23**		
Reach 8	M174	0.29		0.29	33.8291106	-117.045224
Reach 8 Total		**0.29**	**0.00**	**0.29**		
Reach 9	M175	0.01		0.01	33.8285300	-117.501355
Reach 9	M176	0.02		0.02	33.8290129	-117.500625
Reach 9	M177	0.07		0.07	33.8298809	-117.500389
Reach 9	M178	0.02		0.02	33.8338503	-117.493542
Reach 9	M179	0.09		0.09	33.8352276	-117.492248
Reach 9	M180	0.05		0.05	33.8373119	-117.491516
Reach 9	M181	0.05		0.05	33.8380984	-117.491189
Reach 9	M182	0.01		0.01	33.8373692	-117.490848

ENCLOSURE 2

Table C-1

This page intentionally left blank

REACH	MISCELLANEOUS DRAINAGE	NON-WETLAND ACRES	WETLAND ACRES	TOTAL ACRES[1]	LATITUDE	LONGITUDE
Reach 9	M183	0.02		0.02	33.8437590	-117.489953
Reach 9	M184	0.01		0.01	33.8464797	-117.488459
Reach 9	M185	0.08		0.08	33.8494144	-117.475974
Reach 9	M186	0.04		0.04	33.8494378	-117.466228
Reach 9	M187	0.02		0.02	33.8506080	-117.464597
Reach 9 Total		**0.49**	**0.00**	**0.49**		
Reach 10	M26	0.03		0.03	33.8572277	-117.405563
Reach 10	M27	0.06		0.06	33.8565795	-117.403626
Reach 10	M28	0.01		0.01	33.8566663	-117.402635
Reach 10	M29	0.02		0.02	33.8553565	-117.402556
Reach 10 Total		**0.12**	**0.00**	**0.12**		
TOTAL		**11.81**	**0.11**	**11.92**		

[1] All numbers have been rounded to the nearest hundredth and thus may appear to sum incorrectly.

MID COUNTY PARKWAY
JURISDICTIONAL DELINEATION

TABLE A-3: ADJACENT WETLAND WATERS ACREAGE TABLE

REACH	MISCELLANEOUS DRAINAGE	ADJACENT WETLAND ACRES[1]	LATITUDE	LONGITUDE
Reach 7	62	0.21	33.840778	-117.136060
Reach 8	65	1.23	33.823127	-117.015652
Reach 8	66	9.09	33.829561	-117.003927
TOTAL		**10.53**		

[1] Acreage of adjacent wetland waters is also included in Table A-1.

MID COUNTY PARKWAY
JURISDICTIONAL DELINEATION REPORT

ISOLATED WETLANDS ACREAGE TABLE

Wetland ID	Figure Number	Reach	Acres	Latitude	Longitude
AK1	5.9, 6.9	2	0.18	33.816712	-117.459383
AK2	5.9, 6.9	2	0.21	33.816229	-117.459537
CM1	5.9, 6.9	2	0.21	33.822467	-117.457797
TM1	5.10, 6.10	2	0.11	33.806338	-117.456175
		Subtotal	**0.71**		
MW10	5.12, 6.12	3	0.63	33.796754	-117.380916
CK51	5.16, 6.16	5	0.52	33.836796	-117.287032
CM31	5.18, 6.18	6	0.46	33.847048	-117.234876
CP0008	5.26, 6.26	8	0.12	33.818208	-117.004608
CP0010	5.26, 6.26	8	0.78	33.824297	-117.003008
		TOTAL	**3.22**		

ENCLOSURE 3

Request for Appeal Form
and
Administrative Appeal Process

This page intentionally left blank

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL		
Applicant: Riverside County Transportation Commission	File Number: SPL-2001-00537	Date: April 1, 2008
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
X	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://usace.army.mil/inet/functions/cw/cecwo/reg or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

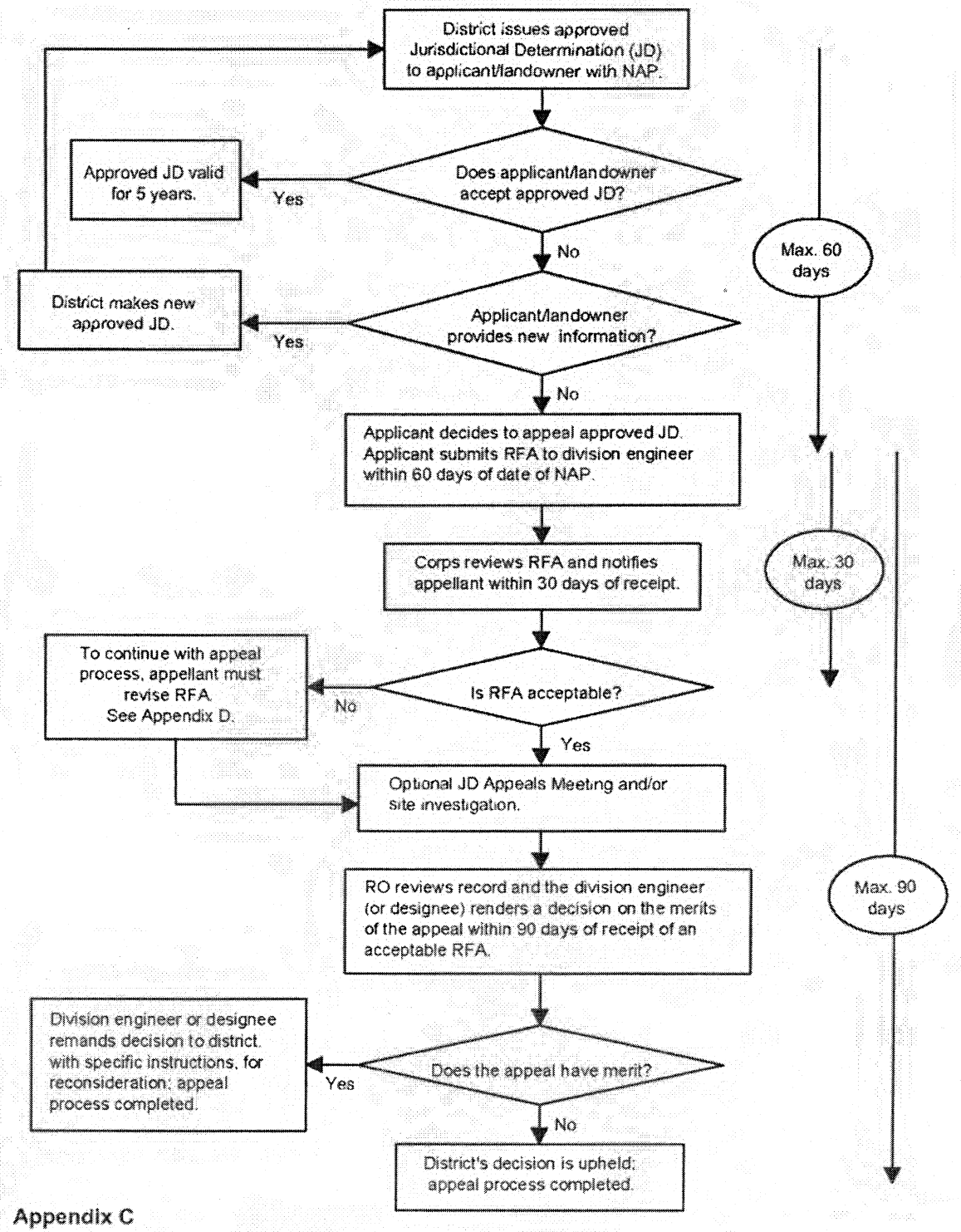
POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:	If you only have questions regarding the appeal process you may also contact:
DISTRICT ENGINEER Los Angeles District, Corps of Engineers ATTN: Chief, Regulatory Division P.O. Box 532711 Los Angeles, CA 90053-2325 TEL (213) 452-3425 FAX (213) 452-4196	Thomas J. Cavanaugh, Appeal Review Officer U.S. Army Corps of Engineers, CESPD-PDS-O 1455 Market Street, Room 1760 San Francisco, CA 94103-1399 TEL (415) 503-6574 FAX (415) 503-6646

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

	Date:	Telephone number:
_____ Signature of appellant or agent.		

Administrative Appeal Process for Approved Jurisdictional Determinations



Appendix C

RCTC
Riverside County Transportation Commission

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

April 21, 2008

John Kalish
Field Manager
U.S. Department of Interior/Bureau of Land Management
690 West Garnet Avenue
North Palm Springs, CA 92258-1260

Subject: Mid County Parkway Project (BLM Ref No. 1610/CA660.62)

Dear Mr. Kalish:

Your letter of October 12, 2007 (copy attached), received in response to the Supplemental Notice of Preparation for the Mid County Parkway project, expressed concern with regard to the potential for the proposed Mid County Parkway project to encroach upon 14 parcels of land managed by the Bureau of Land Management (BLM). These parcels are currently managed for the protection of sensitive species under the Stephens' Kangaroo Rat Habitat Conservation Plan (HCP) and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Oversight for these HCPs is carried out by the Riverside County Habitat Conservation Agency (RCHCA) and the Western Riverside County Regional Conservation Authority (RCA). Your letter stated that "the proposed Mid County Parkway project and any alternatives being considered would need to stay outside of the BLM administered public lands".

On April 2, 2008, RCTC staff and our project consultants had the opportunity to meet with Michael Bennett and Greg Hill of the BLM to discuss and clarify under what conditions any encroachment onto these BLM managed parcels could occur. Also in attendance at the meeting was Gail Barton from the RCHCA. At our meeting, we resolved and agreed to the following:

1. The BLM South Coast Resource Management Plan adopted in 1994 would not prohibit consideration of the Mid County Parkway project encroaching within BLM lands.
2. Any potential encroachment of the Mid County Parkway project into BLM lands should be clearly acknowledged and disclosed in the Mid County Parkway EIR/EIS.

3. Mitigation for encroachment of the Mid County Parkway project into the BLM managed parcels within the Stephens' Kangaroo Rat HCP reserve lands shall be provided by RCTC in accordance with the provisions of the Stephens' Kangaroo Rat HCP (1:1 replacement of any occupied Stephens' Kangaroo Rat habitat) and subject to approval of the RCHCA, US Fish and Wildlife Service (USFWS), and California Department of Fish and Game (CDFG). BLM staff acknowledged that they would defer to RCHCA on the acceptability of the mitigation lands and the HCP consistency determination.
4. RCTC will submit an application to BLM for this right-of-way encroachment (Standard Form 299 – Application for Transportation and Utility Systems and Facilities on Federal Lands) along with the necessary filing fees in accordance with BLM's cost recovery regulations.

Based on the above resolution and agreements, we request a written response from the BLM confirming the acceptability of encroachment onto these BLM managed parcels under the conditions specified above.

By copy of this letter to the RCHCA, we are also requesting a similar written response from the RCHCA that the approval process described above in Item 3 is the process that RCTC should follow so that the RCHCA can evaluate the project's consistency with the Stephens' Kangaroo Rat HCP.

RCTC greatly appreciates the opportunity to work cooperatively with the BLM, RCHCA, and RCA on the Mid County Parkway project. If you have any questions regarding our request, please contact me at (951) 787-7141 or via e-mail at cbechtel@rctc.org.

Sincerely,

Cathy Bechtel
Project Development Director

cc: Gail Barton, RCHCA
Merideth Cann, Jacobs Civil, Inc.
Tay Dam, FHWA
Nassim Elias, Caltrans District 8
Charles Landry, RCA
Rob McCann, LSA Associates, Inc.
Shawn Oliver, FHWA
Marie Petry, Caltrans

P2302

83871 CB,
GQ, MM

Riverside County Habitat Conservation Agency

A Joint Powers Authority

May 5, 2008

RECEIVED
MAY 07 2008
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

RCHCA
Board of Directors

City of Corona
Eugene Montanez
Vice-Chair

City of Hemet
Robin Reeser Lowe

City of Lake Elsinore
Bob Schiffner

City of Moreno Valley
William H. Batey II

City of Murrieta
Gary Thomasian

City of Perris
Mark Yarbrough
Chairperson

City of Riverside
Mike Gardner

County of Riverside
Supervisor Bob Buster

City of Temecula
Steve Brown

Executive Director
Carolyn Syms Luna

General Counsel
Karin Watts-Bazan
Deputy County Counsel

Ms. Cathy Bechtel
Project Development Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Subject: Mid County Parkway Project

Dear Ms. Bechtel:

This letter is in response to your letter of April 21, 2008, that summarizes a meeting held on April 2, 2008, to address the Bureau of Land Management's (BLM) concerns regarding the proposed Mid County Parkway project.

Because of the potential impact to BLM lands that are located within the Stephens' kangaroo rat (SKR) Lake Mathews Core Reserve, the Riverside County Habitat Conservation Agency (RCHCA) was asked to participate in the meeting.

As requested in your letter, we are providing written concurrence to the approval process discussed at the meeting, described in Item 3 of your letter and included herein as:

> *Mitigation for encroachment of the Mid County Parkway project into the BLM managed parcels within the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) reserve lands shall be provided by RCTC in accordance with the provisions of the SKR HCP (1:1 replacement of any occupied SKR habitat) and subject to approval of the RCHCA, U.S. Fish and Wildlife Service, and California Department of Fish and Game. BLM will defer to RCHCA on the acceptability of the mitigation lands.*

Please feel free to contact us if we can be of any further assistance.

Sincerely,

Carolyn Syms Luna

Carolyn Syms Luna
Executive Director

CSL:GB:kh

4080 Lemon Street, 12th Floor • Riverside, California 92501 • (951) 955-6097
P.O. Box 1605 • Riverside, California 92502-1605 • Fax (951) 955-0090

B.01.09.02

This page intentionally left blank

P2302

83860 CB, GQ

WASTE MANAGEMENT

WASTE MANAGEMENT
EL SOBRANTE LANDFILL
P.O. Box 77908
Corona, CA 92877
(951) 277-1740
(951) 277-1861 Fax

May 6, 2008

Ms. Cathy Bechtel
Division Head, Planning
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

RECEIVED
MAY 06 2008
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Subject: El Sobrante Habitat Conservation Plan

Dear Ms. Bechtel:

At our last meeting, you requested that USA Waste of California, Inc. (USA Waste) respond to RCTC regarding our willingness to address changes to the El Sobrante Habitat Conservation Plan (HCP) that may be needed to facilitate construction of the proposed Mid-County Parkway. The following constitutes our response.

I. Background

The El Sobrante Landfill is a public/private partnership between USA Waste and Riverside County. El Sobrante is a large regional disposal facility with more than 30 years of remaining life. Its location in the Temescal Valley was selected by Riverside County in the early 1980's after an exhaustive siting study was conducted, evaluating more than 15 possible locations. El Sobrante is a critical component of Riverside County's solid waste management system, handling the majority of the solid waste generated by the communities in western Riverside County. It is also an important economic engine for the County, generating more than $4 million dollars per year in general fund revenue collected from solid waste imports. It also provides nearly 50 living wage jobs, totaling more than $4 million per year in wages, benefits and payroll taxes. It also purchases $3.5 million in operating supplies, goods and services from local vendors and on average will continue to spend more than $15 million dollars per year for capital purchases such as heavy equipment and landfill construction services.

For USA Waste and its parent company, Waste Management, El Sobrante is one of its largest and most valuable assets in the country. Considerable Company resources are expended annually at El Sobrante to construct the landfill, expand and maintain the infrastructure, and to operate the facility above and beyond California's strict standards. It is a facility that we are exceptionally proud of and will expend considerable effort to insure that it continues to be an asset to both USA Waste and Riverside County through the remainder of its active life, and beyond.

USA Waste has enjoyed a long-term relationship with Riverside County through our public/private partnership at El Sobrante Landfill and through our various recycling and solid waste collection franchises. It is important to USA Waste that this relationship continues with Riverside County for many years to come.

From everyday collection to environmental protection, Think Green® Think Waste Management.

Printed on 100% post-consumer recycled paper.

II. Expression of Concern

Notwithstanding the importance to USA Waste of maintaining its relationship with the County, USA Waste is very reluctant to agree to take any action that would seek to reopen our HCP or to agree to any action that would alter or otherwise affect the areas set aside in the HCP for conservation purposes. The HCP took many years to develop and is a key component of our continued operations. The Section 10(a)(1) and Section 2081 permits issued to USA Waste by the United States Fish and Wildlife Service and California Department of Fish and Game authorize USA Waste to operate the landfill for eighty (80) years and obligate USA Waste to comply with conditions that help ensure the conservation of the species covered by the permits and the HCP. The HCP also provides assurances to USA Waste that it will not have to commit additional resources if there are unanticipated circumstances.

We want to emphasize that USA Waste does not have the unilateral right to change those permits, to alter the activities covered by the HCP or to delete lands protected under the HCP. We note that the areas you seek to use for the Mid-County Parkway are subject to easements that protect those lands from uses that would affect the conservation value of those lands. In short, any changes that would need to be made to allow use of these lands for the Mid-County Parkway would require the approval of both the Fish and Wildlife Service and Fish and Game.

Even if these approvals can be obtained, the proposed alignment of the Mid-County Parkway creates both short and long term risk for USA Waste that will increase our costs significantly above where they would be absent the Mid-County Parkway. These increased costs will come from many sources, including expenses related to:

- Permit modifications;
- Increased habitat management costs from weed control, litter control, and fire management due to edge effects;
- Potential changes to authorized operations;
- Litigation from adversaries of the Mid-County Parkway; and
- Increased community outreach and public education.

III. Offer of Cooperation

Despite these concerns, because of our long relationship with the County, we are willing to discuss cooperating with the County on this project if the County and the concerned resource agencies determine that this route best serves the overall public interest, if the operation of the landfill is fully protected from any risk of curtailment of our operations, if USA Waste is fully compensated for all costs it may incur as a result of the project and if the County is receptive to the other financial issues we have identified in this letter. As part of this Offer of Cooperation, we will require a formal agreement with the County to address our concerns and to guarantee that USA Waste will be fully compensated. We describe below some potential areas for further discussion.

Even though we have made this Offer of Cooperation, please keep in mind that USA Waste prefers for the RCTC to select a Mid-County Parkway alignment that coincides with the existing Cajalco Road alignment, thereby, reducing the fragmentation of the regional preserve and eliminating the need to address impacts to the El Sobrante HCP.

IV. Approach to Permit Modifications

The construction of the Mid-County Parkway along the proposed alignment will directly impact approximately 20 acres of the El Sobrante HCP preserve where the alignment crosses the northeastern corner of our wildlife preserve. We are fundamentally opposed to any course of action that seeks to amend the El Sobrante HCP to include the Mid-County Parkway as an authorized activity under the HCP. Our offer of cooperation is conditioned on the RCTC agreeing to develop its own HCP for the affected lands and for the County to assume responsibility to carry out all of the permit actions, minimization measures and mitigation for the new HCP. As part of the development of the Mid-County Parkway HCP, the County would be obligated to mitigate for any impacts to conserved lands under the El Sobrante HCP. The only modification to the El Sobrante HCP that we envision is for USA Waste to be fully released from any obligations it currently has for lands affected by and included in the Mid-County Parkway HCP.

V. Increased Habitat Management Costs Due to Direct Impacts and Indirect Impacts

Even if the County proceeds with a separate HCP for its impacts, the development of the Mid-County Parkway is likely to cause hard-to-measure indirect impacts to our preserve through "edge effects". These impacts are discussed in our response to the Notice of Preparation prepared and submitted to you on September 12, 2007 by Brenna Moorhead of Sheppard Mullin Richter & Hampton LLP. A copy of Ms. Moorhead's letter is attached for your convenience.

By virtue of the close proximity of the Parkway to the El Sobrante Preserve, increased litter, additional weed control of non-native species, and the threat of fire from the Parkway traffic will increase our annual operating costs. Since the inception of the El Sobrante HCP in 2001, USA Waste has spent more than $1,000,000 managing the Preserve. With the encroachment of the Mid-County Parkway across the El Sobrante Preserve, we anticipate that our costs to manage the Preserve will increase by $120,000 annually for weed and litter control even if the area subject to our HCP will be reduced.

The threat of wildfires and the resultant damage to the El Sobrante Preserve and the Landfill are a significant concern for USA Waste. In 2007, a wildfire generated by an off-road vehicle trespassing on the El Sobrante Preserve scorched nearly 1/3 of the El Sobrante Preserve, including a pristine riparian area and many large cactus patches. The estimate to completely restore these areas is in excess of $500,000. By locating the Mid-County Parkway so close to the El Sobrante Preserve, the threat of damage from wildfires increases significantly. One only needs to look at the experiences in Orange County over the past few years where wildfires originating from or near the 241 toll way have become nearly an annual occurrence. USA Waste believes that during the remaining 71 years of the El Sobrante HCP, wildfires that damage the El Sobrante Preserve will increase in frequency after the Parkway becomes operational.

To mitigate this concern, USA Waste will require a Fire Restoration fund or endowment to provide funds as may be needed to control exotic species and restore sensitive habitats in the El Sobrante Preserve areas following a fire originating from the Parkway. As an example of a funding scenario, an endowment established in 2008 in the amount of $1,900,000 would ensure that by 2018 (assuming a 5 percent rate of return and 3 percent inflation) a fund of $3,000,000 would be available for catastrophic fires. Using this funding mechanism, in the absence of

catastrophic fires, up to $70,000 would be available for fire related restoration of lands impacted by smaller fires, while retaining the $3,000,000 fire fund. This fund would be created and maintained by RCTC to compensate USA Waste in the event that a fire originating from the Parkway damages the El Sobrante Preserve.

VI. Litigation from Mid-County Parkway Adversaries

We believe that it is likely that opponents to the Mid-County Parkway will seek many avenues to oppose the project. We are concerned that this could lead to litigation against the El Sobrante HCP and USA Waste, directly or indirectly. As part of the agreement for the Offer of Cooperation, the RCTC and Riverside County must agree to defend, indemnify and pay for all costs associated with any litigation and to fully compensate USA Waste for any increased costs, reduced capacity or lost income that may result from these lawsuits or from any other avenue.

VII. Increased Community Outreach and Public Education

Landfills, much like waste water treatment plants, power plants, mines, airports, and freeways, are critical components of a modern society's infrastructure, but they are generally not welcome by the citizens that live near them or have to look at them on a daily basis. The location of El Sobrante is nearly ideal from a visual and aesthetic point of view. The facility is screened from the majority of residents and commuters that utilize the I-15 corridor and is a significant distance from local commuters that currently utilize Cajalco Road to transit between I-15 and the I-215. The benefit to USA Waste and Riverside County from this visual and spatial boundary is that to the majority of the public, El Sobrante is nearly invisible. This level of invisibility is extremely desirable because it tends to make a facility like El Sobrante less controversial. By constructing the Mid-County Parkway so close to El Sobrante, the landfill will be exposed to hundreds of thousands of commuters each year, causing us to lose this strategic advantage. To counter the negative public reaction that will likely accompany the public realization of our facility's location, USA Waste will be forced to expend considerably more time and money for community outreach and public education.

Currently, El Sobrante devotes one full-time employee to community outreach and public education activities in the Temescal Valley and adjacent areas. The cost of these efforts, including salaries, Adopt-A-Highway programs, school programs, monthly newsletters, and community tours exceed $190,000 per year. With the alignment of the Mid-County Parkway so close to El Sobrante, it is reasonable to assume that our efforts will double as we expand our message to reach the commuters that will be viewing our facility for the first time.

VIII. Other Costs and Compensation

We have not had the opportunity to identify fully all costs and compensation measures that we would require as part of the Offer of Cooperation. However, if the RCTC and Riverside County are committed to the current proposed alignment, we anticipate the Offer of Cooperation will need to include the following items.

1. RCTC will reimburse USA Waste for its expenses related to the permitting of the Mid-County Parkway, including but not limited to costs associated with developing the Offer of Cooperation. These expenses include legal services, consulting engineers, consulting biologists, permitting fees, USA Waste staff fees, including overhead, land and any other costs.

2. RCTC will make all payments within 30 days of receipt of an invoice or will pay a reasonable interest for late payment.

3. RCTC will indemnify, defend and hold USA Waste, its officers, directors, shareholders, agents, employees, and independent contractors free and harmless from any liability or costs related to the permitting, development, construction and operation of the Mid-County Parkway and to fully compensate USA Waste for any increased costs, reduced capacity or lost income that may result from lawsuits or from any other avenue.

4. RCTC will be solely responsible for the costs associated issuance of any needed permits for the Mid-County Parkway including its own HCP and any modifications to the El Sobrante HCP to reflect areas that are no longer the responsibility of USA Waste and with locating and purchasing any habitat to mitigate for the loss of habitat caused by the Mid-County Parkway. The acreage needed for mitigation should be of sufficient size and quality to meet the demands of the regulatory agencies.

5. RCTC will reimburse USA Waste for any mitigation and increased maintenance costs associated with damage (i.e., litter, uncontrolled access, fires) to the El Sobrante Preserve caused by the construction and related activities of the Mid-County Parkway.

6. RCTC will establish a Fire Restoration Trust Fund or endowment to provide funds in the amount of at least $3,000,000 or such as required reimbursement for the benefit of USA Waste and the California Department of Fish and Game to restore any habitat damaged on the El Sobrante Preserve by wildfires originating from the Mid-County Parkway or its vicinity. This fund will be adjusted annually by CPI and be reestablished by RCTC in the event that funds are withdrawn to mitigate fire damage.

7. RCTC will reimburse USA Waste for all costs of public outreach and public education related to the Mid-County Parkway.

8. Riverside County will amend the Second El Sobrante Landfill Agreement to compensate USA Waste for ongoing operational costs and risk. The amendments should address the adjusting the compensation mechanisms for in-county and out-of-county wastes to include the following:

    - USA Waste will be given operational control of the scale house and load check program, eliminating the monthly fee paid by USA Waste to the Riverside County Waste Management Department for the cost of operation of the scale house and load check programs associated with the delivery of out-of-county waste.

    - USA Waste will receive all "hard to handle fees" and surcharges for in-county and out-of-county wastes charged at the El Sobrante Landfill.

    - The compensation paid to USA Waste to handle in-county waste will be increased by $1.00 per ton from the rate then in effect.

- The rate increase mechanism in the Second Agreement for the compensation USA Waste receives for the disposal of In-County waste will be changed to full CPI.

- Riverside County will work cooperatively with USA Waste to develop recycling programs and processing fees for El Sobrante. USA Waste will receive all agreed upon recycling processing fees charged at El Sobrante to help fund the costs of recycling programs at El Sobrante.

- Riverside County will work cooperatively with USA Waste to define a second classification of out-of-county waste that does not impact the "most favored nation" clause (MFN) of the Second Agreement. This classification of waste will be for temporary projects such as the clean up and disposal of remediation wastes including contaminated soil, excavation of older landfills, or the removal of industrial wastes; provided that such waste streams meet all regulatory requirements for disposal at El Sobrante Landfill. If agreed upon, this classification of waste will benefit Riverside County and USA Waste by bringing in a significant source of revenue and general fund dollars from waste streams that have been diverted away from El Sobrante due to the potential impact to the MFN rate.

After you have had a chance to review this letter, we would like to schedule a meeting to discuss the contents and answer any questions you may have. Please contact me at (951) 277-5103 to schedule a meeting.

Sincerely,

Damon De Frates
Senior District Manager

Enclosures

cc: Supervisor Bob Buster, Riverside County Supervisors, 1st District
Supervisor Jeff Stone, Chairman, Riverside County Transportation Commission
Hans Kernkamp, General Manager, Riverside County Waste Management Department

SHEPPARD MULLIN
SHEPPARD MULLIN RICHTER & HAMPTON LLP
ATTORNEYS AT LAW

Four Embarcadero Center | 17th Floor | San Francisco, CA 94111-4106
415-434-9100 office | 415-434-3947 fax | www.sheppardmullin.com

Writer's Direct Line: 415-774-2972
bmoorhead@sheppardmullin.com

September 12, 2007

Our File Number: 0WBS-072938

VIA FACSIMILE AND EXPRESS MAIL

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, Third Floor
Post Office Box 12008
Riverside, California 92502-2208

Re: Supplemental Notice of Preparation for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project, SCH#2004111103

Dear Ms. Bechtel:

Sheppard Mullin Richter & Hampton represents USA Waste of California, Inc. ("USA Waste"), which owns the El Sobrante Landfill ("Landfill"). On behalf of USA Waste, we appreciate the opportunity to respond to the Supplemental Notice of Preparation of a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project (dated July 31, 2007), and for the extension you granted USA Waste to respond by September 14, 2007. The Notice of Preparation ("NOP") announces that the Riverside County Transportation Commission ("RCTC") and the Federal Highway Administration ("FHWA") are preparing a project-level Draft Environmental Impact Report/Environmental Impact Statement ("EIR/EIS") in connection with the Mid County Parkway Project ("MCP"), an east-west regional transportation facility that includes the Ramona Expressway/Cajalco Road alignment south of Lake Mathews in western Riverside County. The report is intended to satisfy the requirements of the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA").

As you are aware, USA Waste's primary concern is the probable environmental effects that the MCP will have on the implementation of the El Sobrante Multiple Species Habitat Conservation Plan ("El Sobrante HCP"). The MCP is likely to adversely impact the value of sensitive habitat that USA Waste successfully preserved and restored pursuant to the HCP. This and other concerns are set forth in greater detail below. We anticipate continuing this dialogue with RCTC throughout the preparation of the EIR/EIS to ensure the thorough assessment of the MCP's effects, and the elimination or mitigation of significant impacts on the El Sobrante HCP.

I. EL SOBRANTE HCP

The El Sobrante HCP covers land located within the Western Riverside County Multiple Species Habitat Conservation Plan ("MSHCP") Conservation Area, but its activities are governed by its own approved HCP. (See Attachment 1: Regional Location Map.) The lands covered are referred to as the HCP Plan Area, which is comprised of the Landfill and Undisturbed Open Space (referred to in this letter as the "Preserve"). The Landfill Area measures approximately 645 acres. Once it is closed, the Landfill will be restored to Riversidian sage scrub habitat according to the El Sobrante HCP. The Undisturbed Open Space, or Preserve, totals approximately 688 acres. (See Attachment 2: HCP Plan Area.)

The HCP covers two federally or state listed species, specifically the Stephens' kangaroo rat (*Dipodomys stephensi*) and the California gnatcatcher (*Polioptila californica californica*). In addition, the HCP covers twenty-nine other plant or animal species, including the Many-stemmed dudleya (*Dudleya multicaulis*). If any of these species become listed, incidental take of the species would be authorized under the incidental take permits. Covered activities include site preparation and landfill construction, waste management operations, closing and capping the landfill, maintenance and monitoring of the site, post-closure monitoring and maintenance, and HCP implementation.

The U.S. Fish & Wildlife Service ("Service") issued incidental take permits under Section 10 of the Endangered Species Act for the El Sobrante HCP on July 24, 2001. The California Department of Fish & Game ("Department") also issued Section 2081 permits in August 2001 pursuant to the California Fish & Game Code. The permits cover an 80-year time period, covering 50 years of operation of the Landfill followed by 30 years of continued monitoring of preserved and restored habitat. At the end of the 80-year term, approximately 1,305 acres will be permanently conserved as protected species habitat.

USA Waste, the Service, the Department, and Riverside County entered into the HCP Implementation Agreement (dated July 2001)("Agreement"). Under Section 7.1 of the Agreement, the County must "accept the Dedication Lands subject to a Conservation Easement which shall be reserved in favor of a Designated Grantee for mitigation under the HCP for Covered Activities." Additionally, the Agreement requires the County to cooperate with the management measures provided for in the Conservation Easement.

USA Waste placed conservation easements and recorded grant deeds in favor of the County over the Preserve lands. Paragraph 4 of the grant deed recorded as No. 079492 on February 13, 2002 states:

> [The County of Riverside] hereby covenants and agrees, for itself and its successors and assigns that Grantee and such successors and assigns shall not take any action or cause any action inconsistent with the terms of the Permits or take any action or cause an action to be

taken that would in any way impede Grantor's ability to carry out the terms of the Permits.

The breach of this covenant would grant USA Waste the right to exercise all its rights and remedies and maintain any actions to enforce the curing of the breach, subject to Paragraph 4.5 of the Implementing Agreement. Under Paragraph 4.5, the County is required indemnify USA Waste in connection with "physical damages to any property, resulting from any willful act or omission of the County, its agents and employees occurring on or about the Plan Area."

II. PROBABLE ENVIRONMENTAL EFFECTS FOR REVIEW

A. Biological Resources

The NOP states that consistency with applicable HCPs will be addressed in the EIR/EIS. It appears that all of the proposed alternatives are inconsistent with the El Sobrante HCP in that they impact the existing Preserve either directly or indirectly. In fact, the NOP acknowledges that the inconsistencies of the MCP alternatives with the El Sobrante HCP may require an amendment of the HCP, for which approval from the Service and the Department would be required. The EIR/EIS must evaluate the effects of these inconsistencies on implementation of the El Sobrante HCP, any effects of CEQA mitigation measures that might result from amending the HCP, and any provision of off-setting mitigation that might be necessary to compensate for mitigation land lost as a result of the MCP.

Section 17.2.2 of the Implementation Agreement requires amendments for all changes not originally contemplated or not otherwise agreed to by the Service, the Department, and USA Waste to be minor modifications. Section 17.2.1 requires that amendments to an HCP "follow the same process followed for the original HCP certification." This lengthy process may include public notice and potential additional environmental review, depending on the nature and scope of the amendment. Not only could an amendment trigger a new review and approval process, but it would potentially expose USA Waste to opposition and possible legal challenges from conservation groups who might oppose amendment.

Appendix G of the CEQA Guidelines, Environmental Checklist Form, identifies "[c]onflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Plan, or other approved local, regional, or state conservation plan" as a threshold of significance. Consistency with the El Sobrante HCP should be adopted or otherwise used as a significance criterion in evaluating the impacts of the MCP.

Under all of the alternatives, the MCP would conflict with and result in significant effects either directly or indirectly on the HCP. Alternative 9 poses the most significant impact by directly impacting and fragmenting the El Sobrante Preserve. These effects must be thoroughly examined in the EIR/EIS. USA Waste favors any alternative that poses no direct or indirect impacts to the Preserve. Fragmentation of the Preserve should be avoided as an activity that is inconsistent with the purposes of the conservation easements.

In particular, the fragmentation of the dudleya restoration site that could to result from Alternative 9, depending on the alignment, is of concern. The HCP required that these restoration sites be of "suitable size so that dudleya patch size and distribution will be similar to the impact site." Dudleya restoration has been successful with 30,000 to 60,000 plants in the Preserve. USA Waste favors an alternative that would avoid all direct and indirect effects to the Preserve, and ask that such an alternative be included in the EIR/EIS.

The effect of increased vehicle emissions to protected species and habitats is another potential impact of the MCP. Nitrogen deposition from vehicles and other sources tend to be destructive to serpentine habitat as well as to other sensitive aquatic and terrestrial species habitats. The Northern red diamond rattlesnake (*Crotalus ruber ruber*) is one of seven amphibian or reptile species covered by the El Sobrante HCP. These impacts should be evaluated in addition to the other air quality impacts resulting from the MCP which potentially affect Landfill operations as noted below.

In addition to the direct effects on the HCP Preserve, indirect effects resulting from the close proximity of the corridor will make managing the Preserve more challenging and expensive. Currently the HCP is not designed to address the invasive elements (i.e., weeds, trash), light or noise that the roadway would bring. In addition, we are concerned that the close proximity of high speed vehicles to the undisturbed Preserve will increase the likelihood of fires. Based on these potential impacts, the MCP might undermine the effectiveness of the El Sobrante HCP. Appropriate mitigation measures for these impacts should be identified and included in the EIR/EIS.

B. Geology and Soils

The MCP alternatives are in close proximity to the landfill's limit of disturbance. The southernmost alternative in particular is located closest to the northernmost edge of the limits of grading for the Landfill. This proximity may cause a risk of water discharge or flooding from the corridor into the Landfill's limit of disturbance. The intrusion of water into the limits of grading could require additional drainage structures and modifications to the planned footprint of the Landfill, a significant effect.

The current landfill design did not anticipate additional water discharge from the proposed impervious MCP surface or potential impacts to groundwater quality resulting from impacted storm water. Ditches have been designed and constructed where needed along the perimeter of the Landfill to intercept storm water run-on prior to contact with the refuse column. These potential impacts on the Landfill's limit of disturbance and potential impacts to the groundwater monitoring network should be examined under all alternatives, where applicable, and appropriate mitigation measures identified.

C. Air Quality

USA Waste requests that the MCP's study of air quality includes the Landfill. The EIR/EIS should address the increase in vehicles and mitigate the resultant air quality impacts along

the corridor so as not to trigger the Landfill's air quality mitigation measures and thereby adversely impact the Landfill's operation and construction activities. (See Attachment 3: Mitigation Measure AQ-11.) The effects of increased levels of NO_2 could directly conflict with operation of the Landfill. The significance of all project-related pollutant emissions must be considered. Therefore, these potential effects to the Landfill operations should be considered, and appropriate mitigation measures identified in the EIR/EIS to ensure that the MCP does not impinge on the Landfill's ability to meet its mitigation requirements.

D. Transportation/Traffic

The Project will negatively impact flow on Interstate 15 ("I-15"), which currently operates at Level of Service F. USA Waste has agreed with Riverside County to have all of the county waste management transfer trucks use only I-15 as the access corridor to the Landfill. Increased traffic due to the MCP will impact Landfill truck trips and Landfill operations. This impact should be analyzed in the EIR/EIS, and appropriate mitigation measures should be identified to ensure no direct conflict with Landfill operations.

E. Visual

The Landfill operates 24 hours a day, has night-time lighting, and will be within the view shed of corridor users. The MCP's effect and compatibility with this operation should be assessed in the EIR/EIS and mitigation identified, where appropriate, to ensure the MCP will not impair the long-term operation of the Landfill.

III. ALTERNATIVES TO BE REVIEWED

Of the proposed alternatives, Alternative 9 would have the greatest impact on the El Sobrante Preserve. It would directly impact a minimum of approximately 20 acres of the Preserve set aside for preservation of native plant and animal species. Alternative 1A, the No Project/No Action alternative, would be preferable to any alternative that impacts the Preserve or the Landfill.

The NOP states that Alternatives 2 and 3 have been removed from consideration due to "engineering feasibility issues." Each of these alternatives provided for a parkway north of Lake Mathews. These alternatives would pose no direct impacts and potentially less indirect impact to the Landfill and the Preserve areas for the El Sobrante HCP. USA Waste requests that northern alternatives be studied in detail under this EIR/EIS. In addition, a more southerly alternative that avoids all impacts to the Landfill should be considered. No such alternatives are now proposed to be studied in this EIR/EIS. Including these alternatives would comport with CEQA and NEPA requirements to examine alternatives that would reduce or eliminate significant environmental effects of the MCP.

As discussed above, impacts to the area must be thoroughly analyzed in the EIR/EIS, with appropriate mitigation identified for those alternatives that would impact the Preserve. Mitigation would include, among other measures, potential amendment of the HCP to ensure MCP

impacts to the Preserve are off-set. This measure could result in additional review and potential legal challenges.

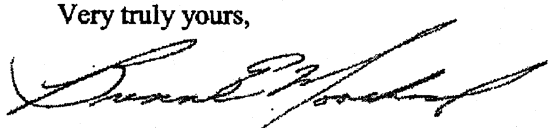
IV. CONCLUSION

We appreciate the opportunity to comment on the NOP. We request that you thoroughly review each of these concerns in the EIR/EIS and address significant impacts to the El Sobrante Landfill or Preserve with appropriate off-setting mitigation measures.

If the County chooses a preferred alternative that requires amendment of the HCP as a necessary mitigation measure, USA Waste would seek indemnification from the County for any potential lawsuits and for loss of profits resulting from amending the HCP pursuant to the El Sobrante grant deeds and the Implementation Agreement.

On behalf of USA Waste, we look forward to discussing these issues with you further. Please do not hesitate to contact us if you require information regarding the nature and scope of these potentially significant adverse impacts. Mr. Damon De Frates of USA Waste is the contact person. He can be reached at 951-277-5103 and all correspondence regarding the MCP should be sent to him at USA Waste of California, Inc., El Sobrante Landfill, 10910 Dawson Canyon Road, Corona, CA 92883.

Very truly yours,



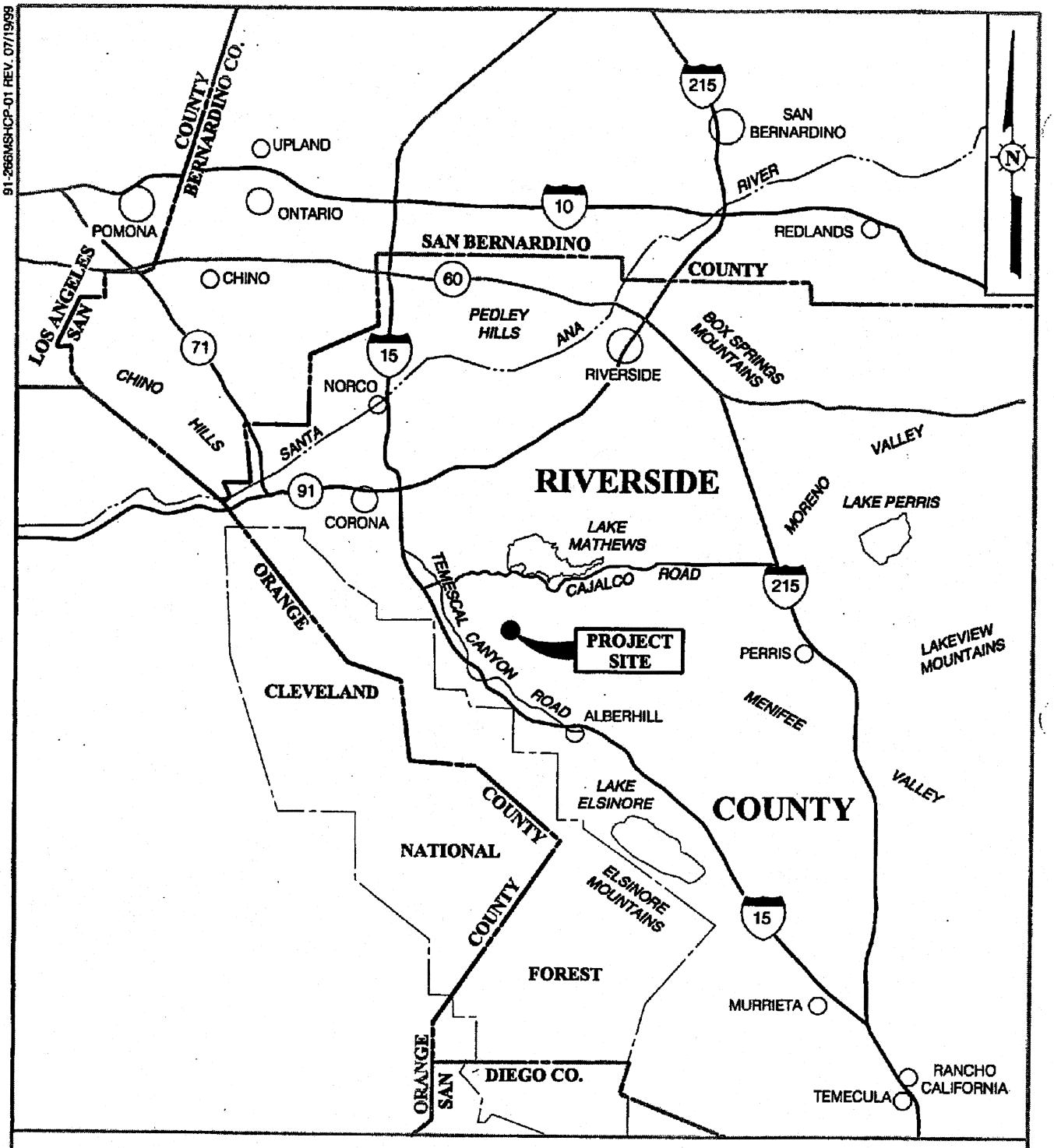
Brenna E. Moorhead

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

W02-WEST:5BM1\400422039.3

Attachments

cc: Supervisor Bob Buster, Riverside County Board of Supervisors, 1st District
Damon De Frates, USA Waste of California, Inc.
Lily Quiora, Waste Management, Inc.
Robert J. Uram, Sheppard Mullin Richter & Hampton LLP



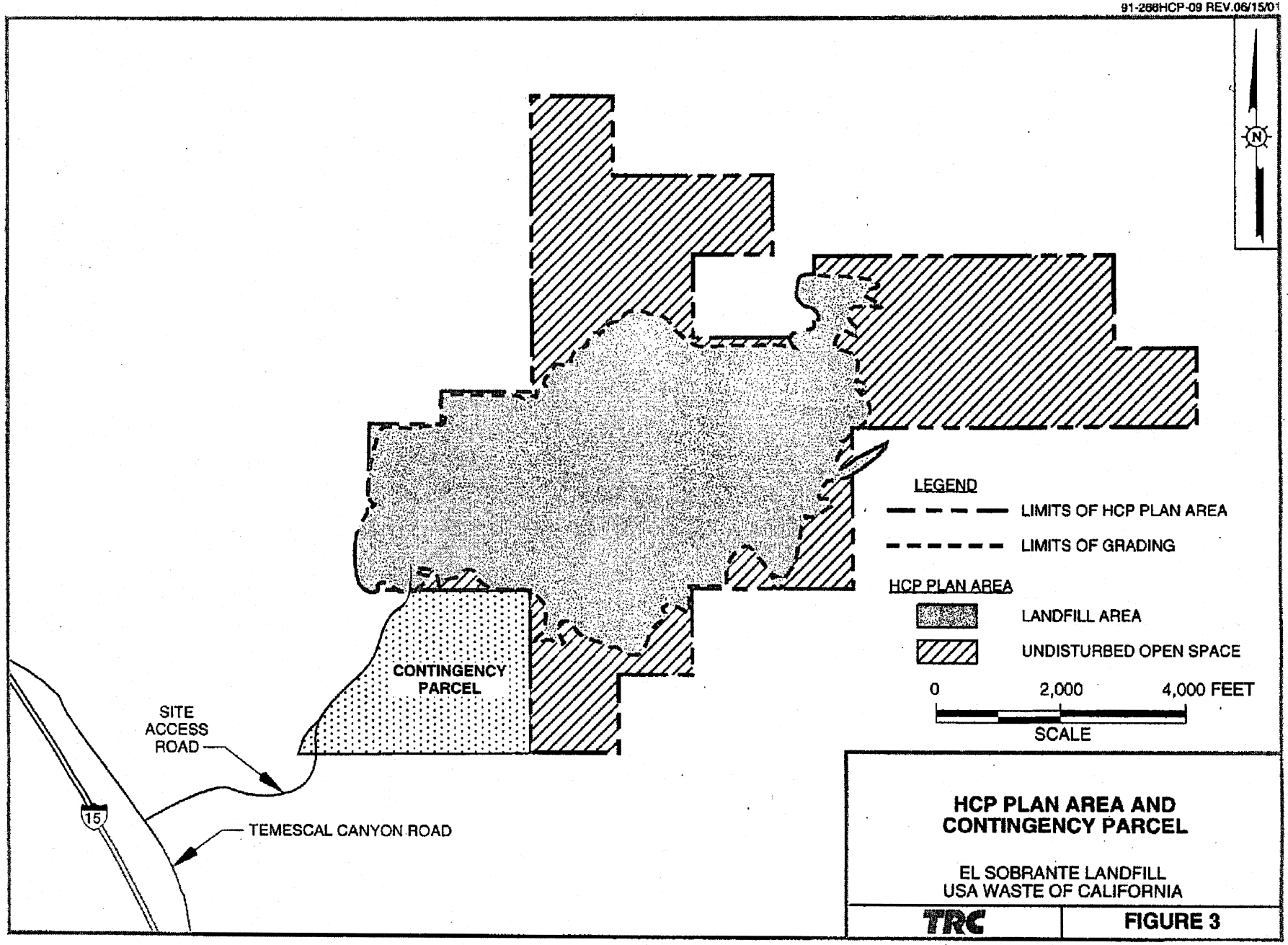
REGIONAL LOCATION MAP

EL SOBRANTE LANDFILL
WASTE MANAGEMENT, INC.

TRC | FIGURE 1.1

This page intentionally left blank

91-266HCP-09 REV.06/15/01



HCP PLAN AREA AND CONTINGENCY PARCEL

EL SOBRANTE LANDFILL
USA WASTE OF CALIFORNIA

TRC

FIGURE 3

This page intentionally left blank

MITIGATION MEASURE

AQ-11

Prior to construction and construction/operation activities, the following premonitoring measures shall be implemented to avoid or lessen boundary concentrations of NO_2: (Board of Supervisors)

- Normal landfill operations and cell construction/closure activities shall be preplanned to avoid potentially adverse alignments (both horizontally and vertically) during anticipated periods of meteorological conditions which could result in the greatest property boundary concentration.
- During periods when both disposal and construction activities are occurring, downwind property line monitoring of NO_2 shall be implemented for wind and stability conditions which could result in the highest boundary concentrations.

During construction and construction/operation activities, the following postmonitoring measures shall be implemented to avoid or lessen boundary concentrations of NO_2: (Board of Supervisors)

- If monitoring determines that the 1-hour NO_2 standard (i.e., 470 $\mu g/m^3$) is being approached (i.e., within 95 percent of the standard or approximately 450 $\mu g/m^3$), construction or cell closure activities shall be curtailed until the appropriate tiered mitigation measures can be implemented, or until adverse meteorological conditions no longer exist.
- The waste placement and/or clay preparation areas shall be moved to a preplanned alternative working location to separate emissions from clay placement construction emissions.
- Construction procedures shall be configured such that operations requiring heavy equipment do not occur simultaneously (e.g., clay placement and protective soil placement by scrapers will not be done during periods with adverse meteorological conditions).
- Construction scheduling will be slowed to reduce daily equipment usage.
- Hours of construction with designated pieces of equipment (e.g., scrapers) shall be constrained to occur outside of peak adverse meteorological conditions.

RESPONSIBLE AGENCIES:

LEA, SCAQMD

IMPLEMENTATION AND TIMING:

A. LEA and SCAQMD to review inspection reports prepared by USA Waste upon agency discretion.

B. LEA and SCAQMD to conduct onsite inspection during construction and through landfill operation upon agency discretion.

This page intentionally left blank

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

May 9, 2008

IN REPLY REFER TO
HDA-CA
File # 8-RIV- Mid County Parkway
Document #58359

CERTIFIED RETURN RECEIPT REQUESTED:
Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

Dear Mr. Donaldson:

SUBJECT: Phased Evaluation and Finding of Effect under Section 106 for the Mid County Parkway Project, Riverside County, California

The Federal Highway Administration (FHWA), the Riverside County Transportation Commission (RCTC), and the California Department of Transportation (Caltrans) propose to construct the Mid County Parkway (MCP), located in Riverside County, California. This project is listed on the national priority list for environmental stewardship and streamlining pursuant to Executive Order 13274. FHWA has been working closely with its agency partners to seek ways to streamline the environmental review process in innovative ways while fully complying with all environmental laws and regulations. In cooperation with RCTC and Caltrans, FHWA has preliminarily identified a preferred alternative (Alternative 9) which would be identified as such to the public in the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

In March 2007, FHWA initiated consultation with the State Historic Preservation Officer (SHPO). On May 23, 2007, FHWA, SHPO, Caltrans, and RCTC met to discuss phasing the evaluation and finding of effect for this project. In addition to providing the status of the efforts completed to date, describing the efforts currently in progress, and the describing the efforts anticipated in the future, this letter also supplements our letter of August 13, 2007 in which the FHWA requested formal concurrence with the phased evaluation and finding of effect for Alternative 9 of the MCP.

FHWA is the lead federal agency for the project and is responsible for compliance with Section 106 of National Historic Preservation Act (NHPA, 36 CFR Part 800). The Section 106 Programmatic Agreement (PA) between the FHWA, the Advisory Council on Historic Preservation (ACHP), SHPO, and Caltrans applies to this project. To date, efforts to identify

MOVING THE AMERICAN ECONOMY

historic properties that may be affected by the undertaking include the completion of an archaeological survey, an Extended Phase I Survey (XPI), and historic resources survey of all project alternatives (Alternatives 4, 5, 6, 7, and 9). Additionally, a Phase II study has been conducted for Alternative 9. During this process, FHWA has consulted and sought input from Indian Tribes and historical groups. These efforts have been documented in the following reports:

- Archaeological Survey Report (ASR)
- Extended Phase I Survey Report (in preparation)
- Historic Resource Evaluation Report (HRER)
- Preliminary Determination of Eligibility/Finding of Effect (in preparation)

In accordance with 36 CFR 800.4(b) (2) and 800.5(a) (3) and Section XII of the PA allow for phasing the identification, evaluation, and finding of effect processes. FHWA desires to phase the evaluation and finding of effect (FOE) stage of the Section 106 process.

FHWA proposes to limit the archaeological evaluation and effects findings to Alternative 9. This information along with a Draft APE map, Draft ASR, Draft XPI Proposal, Draft HRER, and site records of specific sites within all project alternatives that were deemed potentially eligible sites to the National Register of Historic Places (NRHP) was shared with Mike McGuirt (formerly of your staff) in May 2007. In the May 23, 2007 meeting, FHWA, SHPO, Caltrans, and RCTC tentatively agreed Alternative 9 was the least impacting to potential historic properties and that the archaeological evaluation and effects findings would be limited to Alternative 9 (see attached meeting summary).

As the fieldwork and report preparation for the XPI were being completed, LSA Associates, Inc. prepared an Archaeological Evaluation Proposal (AEP) for the nine archaeological sites proposed for Phase II study and excavation. This approach allowed the archaeological evaluation to proceed so that the project Draft EIR/EIS will be able to present a preliminary, yet valid, FOE for archaeological resources. In order to accommodate to the project schedule, it was also agreed during the May 23, 2007 meeting that a memorandum combining the preliminary determination of eligibility (DOE) and the preliminary finding of effect FOE) would be prepared shortly after fieldwork for the Phase II study was concluded.

Archaeological fieldwork associated with the MCP Phase II study occurred from November 12 to December 13, 2007 and the draft DOE/FOE memorandum is nearing completion. As proposed, the draft DOE/FOE will be the basis for the findings presented in the Draft EIS/EIR, scheduled for circulation to the public in late spring, 2008. In the meantime, the formal archaeological analysis and the Archaeological Evaluation Report (AER) will be drafted. All Section 106 responsibilities for Alternative 9 will be completed prior to issuance of the Final EIR/EIS and approval of the federal Record of Decision (ROD), expected around December 2008.

FHWA requests your formal concurrence with this approach as indicated by Mike McGuirt in the meeting held on May 23, 2007. FHWA looks forward to our continuing cooperation on this very important streamlining project. Please contact Shawn Oliver at (916) 498-5048, email shawn.oliver@fhwa.dot.gov or Stephanie M. Stoermer of our Resource Center at (720) 963-3218 if you have any questions or comments.

Sincerely,

/s/Larry Vinzant

For
Gene K. Fong
Division Administrator

Enclosure

This page intentionally left blank

P2302

United States Department of the Interior
BUREAU OF LAND MANAGEMENT
Palm Springs-South Coast Field Office
690 West Garnet Avenue
P.O. Box 581260
North Palm Springs, CA 92258-1260
(760) 251-4800 Fax (760) 251-4899

Visit us on the Internet at
www.blm.gov/ca/palmsprings/

TAKE PRIDE IN AMERICA

In Reply Refer To:
2000 (P)
CA-660.40

MAY 12 2008

Cathy Bechtel
Project Development Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

RECEIVED
MAY 14 2008
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Subject: Mid County Parkway Project

Dear Ms. Bechtel:

Thank you for your letter of April 21, 2008, addressing the Bureau of Land Management's (BLM) concerns with regard to the potential for the proposed Mid County Parkway project to encroach upon 14 parcels of land managed by the Bureau of Land Management (BLM). As we have noted previously, these parcels are currently managed for the protection of sensitive species under the Stephens' Kangaroo Rat Habitat Conservation Plan (HCP) and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Oversight for these HCPs is carried out by the Riverside County Habitat Conservation Agency (RCHCA) and the Western Riverside County Regional Conservation Authority (RCA).

We appreciate the opportunity for BLM staff to meet with you, RCHCA staff, and your project consultants to help better understand the Mid County Parkway project and to share our concerns and interests with you directly. As requested in your letter, we are providing our written concurrence with the following points agreed to in the meeting of April 2, 2008:

1. The BLM South Coast Resource Management Plan adopted in 1994 would not prohibit consideration of the Mid County Parkway project encroaching within BLM lands.
2. Any potential encroachment of the Mid County Parkway project into BLM lands shall be clearly acknowledged and disclosed in the Mid County Parkway EIR/EIS.
3. Mitigation for encroachment of the Mid County Parkway project into the BLM managed parcels within the Stephens' Kangaroo Rat HCP reserve lands shall be provided by RCTC in accordance with the provisions of the Stephens' Kangaroo Rat HCP (1:1 replacement of any occupied

B.01.09.02

Stephens' Kangaroo Rat habitat) and subject to approval of the RCHCA, U.S. Fish and Wildlife Service, and California Department of Fish and Game. BLM will defer to RCHCA on the acceptability of the mitigation lands.

4. RCTC will submit an application to BLM for this right-of-way encroachment (Standard Form 299 – Application for Transportation and Utility Systems and Facilities on Federal Lands) along with the necessary filing fees in accordance with BLM's cost recovery regulations.

We look forward to continuing to work with RCTC, RCHCA, and RCA as you move forward on the Mid County Parkway project. Please continue to coordinate with Michael Bennett who can be reached at (760) 251-4839.

Sincerely,

John R. Kalish
Field Manager

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814
May 14, 2008

IN REPLY REFER TO
HDA-CA
File #: 08-RIV-15/215
KP 55-63/46.79-53.62
EA: 08-0F3200
Document #: P58370

Mr. Mike Perovich, District Director
California Department of Transportation
District 8
464 W. Fourth Street, 6th Floor
San Bernardino, CA 92401-1400

Attention: Mr. Nassim Elias, Project Manager

Dear Mr. Perovich:

SUBJECT: NEW/MODIFIED ACCESS REPORT FOR THE INTERSTATE 15 AND 215/ MID COUNTY PARKWAY INTERCHANGE

The Federal Highway Administration (FHWA) has concluded review of the two New/Modified Access Reports, and related Exception to Mandatory Design Standards Fact Sheets, for the proposed additional interchanges and modification to existing interchanges. The proposed project would provide direct freeway to freeway connections to both Interstate routes 15 and 215 (I-15 and I-215) respectively, from the proposed limited access Mid County Parkway (MCP) corridor, in the Cities of Perris and Corona, Riverside County.

1. The New Connection Report for the I-15 presented two alternatives for the new system interchange (IC) and modifications to the existing service interchanges (ICs) at Weirick Road, Cajalco Road, El Cerrito Road, and Ontario Avenue. Based on the engineering and operations review, the addition and modifications presented in the Design Variation Alternative are acceptable.

2. The New Connection Report for the I-215 presented three alternatives for the new system IC, and based on the engineering and operations review, the addition and modifications presented in the Placentia Alternative are acceptable. This alternative includes modification of the existing service IC at Placentia Avenue.

These findings of "acceptability" only constitute preliminary or conditional approval of the new/modified access request. If the Design Variation Alternative and the Placentia Alternative are ultimately selected in the environmental process, and there are no major changes to the

MOVING THE AMERICAN ECONOMY

design, final "approval" may be given upon completion of the planning and environmental processes.

Should you have any questions, please contact Mr. Bren I. George-Nwabugwu, Transportation Engineer at (916) 498-5890 (bren.george@fhwa.dot.gov)

Sincerely,

/s/ Bren I. George

For
Gene K. Fong
Division Administrator

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814

May 16, 2008

IN REPLY REFER TO
HDA-CA
File # 08-RIV, Mid County Parkway
Document # P58360

Laura Miranda, Deputy General Counsel
Pechanga Indian Reservation
Temecula Band of Luiseño Mission Indians
Post Office Box 1477
Temecula, Ca 92593

Dear Ms. Miranda:

SUBJECT: Response to Pechanga Tribe Comment Letter on Preliminary Recommendations of Eligibility and Level of Effects for the Mid County Parkway Project

The Federal Highway Administration (FHWA) would like to thank the Pechanga Tribe (Pechanga) for their January 25, 2008 letter and comments on the Mid County Parkway (MCP) Preliminary Recommendations of Eligibility and Level of Effects memorandum distributed to the Pechanga on December 14, 2007. The Pechanga comments, as well as the comments received from the other Tribes consulting on the project, have been carefully considered and will be incorporated into the revised draft version of the memorandum. This letter addresses several comments in the letter from Pechanga that warrant additional clarification.

General Comments

Several comments provided by the Pechanga recommend a regional approach and analysis. Please be assured that a regional approach to the evaluation phase of analysis is being applied. This methodology is stated in the Archaeological Evaluation Proposal (AEP) distributed to the Pechanga on September 25, 2007. Because the analysis of the Phase II studies is continuing, the regional analysis is currently in progress and will be contained in the Archaeological Evaluation Report (AER), which has not yet been completed.

Another concern expressed in several comments is the need to address possible indirect effects from the MCP on cultural resources. Indirect effects to cultural resources are being considered and will be addressed in the relevant technical reports. The analysis of indirect project effects on rock art will include visual simulations of the MCP in relation to specific cultural resources.

MOVING THE
AMERICAN
ECONOMY

Specific Comments

- *On Page 6 of the Pechanga comments, the third sentence of the third complete paragraph states: "The dispersion of quartz and metavolcanic quarries in the area is not surprising for us because the material was required for religious purposes."*

  Two quarry locations have been recorded within the MCP Area of Potential Effects (APE). For both quarry locations, a geologist with a specialty in mineralogy has made the source material identification. One of these quarry sites, CA-RIV-1512, contains an igneous type of rock determined to be porphyritic monzogranite. The other site, CA-RIV-1650 contains a metasedimentary material identified specifically as quartzite. Neither of the quarries contains quartz crystal, quartz crystalline or metavolcanic material types.

- *On Page 12 of the Pechanga comments, the first sentence of the second complete paragraph states: "In addition, there were two (2) burials of Native American human remains found in this area during development of a different project, known as the Inland Feeder Project."*

  The report for the Inland Feeder Project has not yet been published (it is currently in review with Metropolitan Water District). However, verbal and email communication with that project's cultural resources consultant, Applied Earthworks, Inc. confirms that human remains were not discovered during that project. Please see attached email communication.

- *On Page 14 of the Pechanga comments, the fifth sentence of the first incomplete paragraph states: "The Tribe has been told that because the cupule boulders are outside of the Project ROW, they will not be incorporated into the project data."*

  At the request of the Pechanga tribe, LSA Associates, Inc. (LSA) agreed to assess nine outcrops near the APE for the Mid County Parkway project identified by the Tribe as containing possible cupules. An initial field visit resulted in the opportunity for LSA archaeologists and Native American cultural resources specialists and monitors to visit these locations in the first week of January, 2008 and to jointly discuss the possible cultural or natural status of the surface treatment of the rock boulders at the different locations.

  Following the field visit with the Native American representatives, LSA met with Caltrans District 8 archaeologists Dr. Karen Swope and Gabrielle Duff to go over photographs of the boulder treatment on the nine outcrops. To further respond to the tribal request, LSA also requested that Dr. Swope and Ms. Duff accompany MCP Principal Investigator Nina Delu and Co-Principal Investigator Dr. Frederick W. Lange on a field visit to the various proposed cupule locations. Points 7, 8, and 9 (see attached map) were considered the most important to assess in terms of their location with regard to proximity and view sheds from the proposed APE. Both Caltrans and LSA archaeologists agreed that since the area was a geologically active landscape that it would be important to have LSA's Geologist Robert E. Reynolds visit the location to investigate the possible cupules from a geological perspective.

The visit with Geologist Robert E. Reynolds, LSA Principal/Archaeologist Curt Duke, and the Co-Principal Investigator, Dr. Lange, was completed on February 26, 2008. They revisited three outcrops recorded as containing possible cupules near the Mid County Parkway Project (the above referenced Points 7, 8, and 9). This is the first time in southern California that there has been a detailed geological field examination of outcrops containing cupule-like depressions and a collateral analysis of the geological setting of the outcrops and the seismic events and geological processes that have affected the exposed outcrops.

Mr. Reynold's geological interpretation is that all cupule-sized depressions examined were natural – a result of subaerial erosion by percolation of acidic ground water at a pre-late Pleistocene time when granitic boulder outcrops of the Perris Block were buried under granitic gruss and colluvium. None of the proposed cupules at these locations could be demonstrated to be cultural in origin, since the grains of quartz and feldspar in the cupule-sized depressions did not exhibit marks of abrasion or fracturing of mineral grains. When examined with a 10x hand lens, the proposed cupules failed to show abrasion on exposed grains. In contrast, culturally produced smoothing on nearby milling slicks showed abrasion and fracturing of mineral grains (often referred to by ground stone specialists as "shearing"), and produced a surface that is orders of magnitude smoother than that inside the cupule-sized depressions. Furthermore, the same level of analysis was conducted at two cupule sites in the region: 33-16598 (within the APE) and 33-62 (not within the APE). All of the cupules located at sites 33-16598 (approximately 200 cupules total) and 33-62 (approximately 10 cupules) demonstrate trace evidence of grinding that are notable to the touch, the grinding slicks within the cupules are visible without magnification, and under magnification show abrasion and that the mineral crystals have been sheared from the act of grinding.

Mr. Reynold's interpretation is that all depressions below the boulder lip (overhang) at the three locations (Points 7, 8, and 9) were caused by the interaction of acidic ground water loosening mineral grains in the boulders while the now exposed faces were buried underground at a time thousands of years ago. The approximate original ground level that covered the now exposed face is calculated as being at the boulder lip. Reddish–brown iron and manganese oxides exposed below the lip suggest sub aerial "armoring" of the boulder surface by ground water percolation while buried. After exposure of faces below the lip by erosion, exfoliation of the dark, armored surface produces "fresh" surfaces whose light color contrasts with the dark oxide coloration. Based on the data collected, none of the cupule-sized depressions at these three points show evidence of being made, used, or altered by cultural activity.

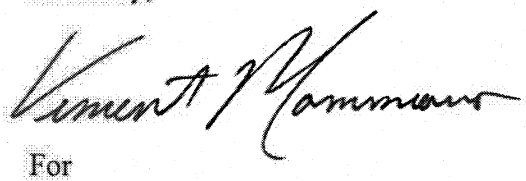
- *On Page 14 of the Pechanga comments, the second sentence of the second complete paragraph states: "The Tribe has requested information and maps of the sites in the area from LSA, but has been told that there is no such information to provide."*

In an email dated January 18, 2008, LSA Principal Investigator Nina Delu informed Anna Hoover, Pechanga Cultural Resource Specialist, that based on the history of the project, the Riverside County Transportation Commission (RCTC, Project Proponent) has a practice of not sharing MCP specific GIS data until the Draft Environmental Impact

Report/Draft Environmental Impact Study (DEIR/DEIS) goes to public review. RCTC expressed that they would like to remain consistent with this protocol with regards to the Pechanga request for data. LSA offered to facilitate the transfer of all the site shapefiles to Pechanga once the DEIR/DEIS is in public review. Please see the attached email communication.

We hope this helps to clarify some of the issues and concerns in your comment letter. As stated above, specific comments provided by the Tribes have been addressed in a revised draft of the memorandum. FHWA would like to thank you for your commitment to the Native American consultation being conducted for this project. Please contact Shawn Oliver at (916) 498-5048, email shawn.oliver@fhwa.dot.gov, or Stephanie M. Stoermer at our Resource Center at (720) 963-3218 if there are any questions or additional comments.

Sincerely,

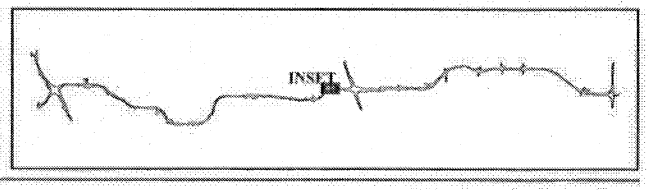


For
Gene K. Fong
Division Administrator

Enclosures

Right of Way (Alternative 9)
Area of Potential Effects (APE)
Site Boundary
Locus Boundary

☆ Cupule Data Collected by Pechanga (collected during Phase II)
■ Cupule Data Collected by LSA (collected 1/10/2008)



SOURCE: AirPhoto USA (2007), Jacobs Engineering (2007), LSA (2007)

0 62.5 125 250 Feet
0 19 38 76 Meters

Pre-Deliberative Draft
Not for Public Circulation

Possible Cupule Locations

KP 0.0-51.0 (PM 0.0/31.7) EA 08-0F3200

I:\RCV531\GIS_Final\Cultural\122007_Phase II_Pechanga_Maps\cupule_locations.mxd (1/15/2008)

This page intentionally left blank

From: Anna Hoover [ahoover@pechanga-nsn.gov]
Sent: Friday, January 18, 2008 3:34 PM
To: Nina Delu
Cc: Curt Duke; Rob McCann; Laura Miranda
Subject: RE: Ground truthing data

Nina,
Thank you for addressing our questions. We will continue these comments into our letter which will be submitted next week.

Thank you!
Have a good weekend too!

Anna M. Hoover
Cultural Analyst
Pechanga Cultural Resources Department
P.O.Box 2183
Temecula, CA 92592

951.308.9295 (O)
951.770.8104 (D)
951.757.6139 (C)
951.694.0446 (F)
ahoover@pechanga-nsn.gov

From: Nina Delu [mailto:Antonina.Delu@lsa-assoc.com]
Sent: Friday, January 18, 2008 3:21 PM
To: Anna Hoover
Cc: Curt Duke; Rob McCann
Subject: RE: Ground truthing data

Hi Anna--

I have some answers for you on your requests from the other day.

I will not be able to send anything out to Pechanga about the nature of the changes in the memo recommendations. This is mainly because before distributing any of my changes to the Tribes, I need to go through several reviews, including both peer QA/QC and agency review. Under the schedule that we are attempting to meet right now, agency review will be a 30 day time period starting at my submittal of revisions at the end of the month. Once I address agency comments, and they "sign off" that their comments have been addressed, we will then distribute the revised memo to the Tribes. This should hopefully happen in March. I encourage you to carry on with the comments that you are working on, with the understanding that I may have already made the same (or similar) changes.

As far as your request for electronic or hard copies of all of the sites from the Phase I

survey...you should already have a hard copy of the APE map with the locations of the sites. We do not have any maps created of all of the sites found during the survey (that would be a huge map and a huge undertaking), they exist in the LSA/RCTC GIS database only. So, I just got off the phone with Cathy Bechtel (RCTC) to discuss your request for electronic site data. Based on the history of the project, RCTC has had a practice of not sharing MCP specific GIS data (engineering or other) with anyone until the DEIR/DEIS goes public this spring. RCTC has expressed that they would like to remain consistent with this protocol with the Pechanga request for data. In springtime, once the draft goes out to the public, LSA will be happy to set up our GIS people with your GIS people to get all of the site shapefiles to Pechanga. Hopefully this works for you guys, since we are only a few months away from going public!

Have a good weekend. Talk to you soon.

Nina

From: Anna Hoover [mailto:ahoover@pechanga-nsn.gov]
Sent: Wed 1/16/2008 9:08 AM
To: Nina Delu
Subject: RE: Ground truthing data

Good Morning!
Since everyone seems to be asking for things, I was wondering if it might be possible to ask for some data too. First, you had mentioned in the field you were possibly changing the determinations of a couple of sites (-1512, -1650 (?) and -44/-16687). Will we be getting a memo on that soon? Second, I think I asked you before but I can't remember. Can we please get a map (electronic and/or hard) of all the sites that were recorded on all the alignments during the Phase I survey? I understand if you need to take a little time to clear this with the powers that be but if we could get a copy or those sites, it would be really appreciated.

Thank you!!!

Anna M. Hoover
Cultural Analyst
Pechanga Cultural Resources Department
P.O.Box 2183
Temecula, CA 92592

951.308.9295 (O)
951.770.8104 (D)
951.757.6139 (C)
951.694.0446 (F)
ahoover@pechanga-nsn.gov

From: Nina Delu [mailto:Antonina.Delu@lsa-assoc.com]

Sent: Tuesday, January 15, 2008 2:48 PM
To: John Gomez; environmental@cahuilla.net; culturalresources@cahuilla.net; adrian morales; Paul Macarro; Anna Hoover; samdunlap@earthlink.net; jhamilton@ramonatribe.com; Darren Hill; Britt Wilson
Cc: Karen Swope; Gabrielle Duff; Cathy Bechtel; Gustavo Quintero; Brett.Gainer@fhwa.dot.gov; tay.dam@fhwa.dot.gov; Nancy.Bobb@fhwa.dot.gov; Landry, Charles; Terri Fulton; Curt Duke; Rob McCann
Subject: RE: Ground truthing data

Hi Everyone-

I have attached a map here that shows the proposed cupule data that LSA shot in last week with several Tribal Representatives from Pechanga, Ramona, Cahuilla, and Morongo. The GPS points that LSA shot in last Thursday are shown as red squares on the map, and the yellow stars are the proposed cupule locations that Pechanga sent RCTC/LSA in UTM form. Two of the locations recorded by Pechanga consisted of an outcrop with one or two milling slicks, not cupules (I labeled one of them as #6 on the map, and the other we did not visit since Pechanga told us that it was a milling slick on an outcrop and it was within a recorded site [AE-S-45]--represented by a yellow star south of Alt 9 ROW). We want to thank everyone for this productive day of site visits!

I would like to take the opportunity to remind all of you to send in your comments on the Preliminary Recommendations of Eligibility and Level of Effects memorandum by January 25, 2008.

As always, feel free to contact me with any questions or comments.

Thanks!
Nina

Nina Delu, M.A., RPA
Archaeologist/Senior Cultural Resource Manager
LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614
949-553-0666--OFFICE
949-337-6108--CELL
949-975-1077--FAX

From: John Gomez [mailto:pechangajg@msn.com]
Sent: Monday, January 14, 2008 9:50 AM
To: Nina Delu; environmental@cahuilla.net; culturalresources@cahuilla.net; adrian morales; Paul Macarro; Anna Hoover; samdunlap@earthlink.net; jhamilton@ramonatribe.com; Darren Hill; Britt Wilson
Cc: Rob McCann; Curt Duke; Terri Fulton; Karen Swope; Gabrielle Duff; Cathy Bechtel; Gustavo Quintero; Landry, Charles
Subject: RE: Ground truthing data

Nina:

Would you please forward a copy of the map that we reviewed and used during the ground truthing project last Thursday? Thanks.

John A. Gomez, Jr.
Ramona Band of Cahuilla Indians

Subject: Ground truthing data
Date: Mon, 7 Jan 2008 12:17:06 -0800
From: Antonina.Delu@lsa-assoc.com
To: environmental@cahuilla.net; culturalresources@cahuilla.net; kasatongva@verizon.net; pmacarro@pechanga-nsn.gov; ahoover@pechanga-nsn.gov; samdunlap@earthlink.net; pechangajg@msn.com; jhamilton@ramonatribe.com; dhill@soboba-nsn.gov; britt_wilson@morongo.org
CC: Rob.Mccann@lsa-assoc.com; Curt.Duke@lsa-assoc.com; Terri.Fulton@lsa-assoc.com; karen_swope@dot.ca.gov; gabrielle_duff@dot.ca.gov; cbechtel@rctc.org; gquintero@bec-riv.org; Charles.Landry@jacobs.com

For anyone interested, LSA and representatives from Pechanga will be going out this Thursday to ground truth the GPS cupule data collected by Pechanga. We will not be doing anything other than relocating the proposed cupule locations, taking GPS shots to sub-meter accuracy, and doing some basic photo documentation. If you would like to join me, please e-mail me back directly to let me know that you plan on meeting up with me (so that I know whether or not to wait for you!).

We will be meeting at the normal cul-de-sac meet up spot near the Circle K/Jack in the Box--Harvill and Dree Circle at 11:30am. A four-wheel drive vehicle is a must for this visit. I do not anticipate that it will take more than 2 hours to visit the various locations.

From: Melinda Horne [mhorne@appliedearthworks.com]
Sent: Tuesday, February 12, 2008 3:23 PM
To: Terri Fulton
Subject: RE: quick MCP related question
Sure!

From: Terri Fulton [mailto:Terri.Fulton@lsa-assoc.com]
Sent: Tuesday, February 12, 2008 3:34 PM
To: Melinda Horne
Subject: RE: quick MCP related question

One more thing - do you mind if we refer to this email when we respond to the comment? Thanks!

From: Melinda Horne [mailto:mhorne@appliedearthworks.com]
Sent: Wednesday, January 30, 2008 3:16 PM
To: Terri Fulton
Subject: RE: quick MCP related question

None were found on the IFP, only Eastside!

Melinda

From: Terri Fulton [mailto:Terri.Fulton@lsa-assoc.com]
Sent: Wednesday, January 30, 2008 3:26 PM
To: Melinda Horne
Subject: quick MCP related question

Hi Melinda -

Long time! Hope your New Year is off to a good start =)

We are working on some Tribal comments for MCP and one refers to Native American human remains found on the Inland Feeder Project (which I worked on!). I don't remember this, but I'm sure there were other phases that I wasn't a part of. Can you please help with this? Were there human remains on the Inland Feeder Project? Thank you for this information.

Cheers,

Terri Fulton
Archaeologist/Senior Cultural Resources Manager
Native American Consultation

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614-4731
Phone (949) 553-0666
Fax (949) 553-8076
Wireless (949) 337-5454
terri.fulton@lsa-assoc.com

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

June 27, 2008

Gene K. Fong
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

RE: HAD-CA File # 8-RIV-Mid County Parkway Document #58359

Dear Mr. Fong:

As noted in your letter of May 9, 2008, in March 2007, Federal Highway Administration (FHWA) initiated consultation with my Office for the above cited undertaking. As the environmental process has proceeded, FHWA has kept my Office informed and updated on the status of the identification, evaluation and determining effects on historic properties efforts.

In accordance with sections 36 CFR 800.4(b) and 800.5(a)(3) of the Advisory Council on Historic Preservation Procedures and Section XII of the Programmatic Agreement, FHWA has requested my formal concurrence with a phased evaluation and finding of effect which would focus on the preferred alternative for the Mid County Parkway (MCP).

You have completed identification of cultural resources for all the undertakings' alternatives. As a result of these efforts, you have concluded that Alternative 9 will have the least adverse effects on historic properties and is your proposed preferred alternative. To minimize effects to other cultural resources, you have focused your evaluation efforts on historic properties which would be affected by Alternative 9. On May 23, 2007, my staff agreed in principal on this approach for phasing evaluation and determination of effects. You now request my formal concurrence with this approach. I so concur.

I look forward to concluding consultation for this undertaking. Please feel free to consult Susan Stratton or Dwight Dutschke of my staff as you proceed with consultation.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

This page intentionally left blank

RCTC
Riverside County Transportation Commission

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

July 2, 2008

Mr. Damon DeFrates
Senior District Manager
Waste Management – El Sobrante Landfill
P. O. Box 77908
Corona, CA 92877

Subject: Offer of Cooperation – El Sobrante HCP

Dear Mr. DeFrates:

Thank you for taking the time to meet with us to further discuss your letter of May 6, 2008. This letter serves to summarize our discussion and acknowledge the understanding that we reached in the June 3 meeting.

RCTC appreciates USA Waste's Offer of Cooperation outlined in the May 6 letter and understands the importance of the El Sobrante HCP to the existing and future operations of the El Sobrante Landfill. We further understand that the items identified in the letter under "Costs and Compensation" are preliminarily offered as negotiation points to be considered at such time as the processing of an amendment to the HCP would be initiated. We discussed and agreed that the timeframe for the amendment would be based on timing for construction of the Mid County Parkway facility in the location of the El Sobrante Landfill area.

We also discussed that many of the concerns that you raise relate to the potential indirect effects on the El Sobrante HCP from the Mid County Parkway Project itself, regardless of the direct effects on the HCP land area. We presented to you information that will be included in the EIR/EIS that addresses these indirect effects, including design features and measures to avoid and minimize the effects. However, we recognize that these are issues of concern to you that are also addressed in the Cost and Compensation section of your May 6 letter and will require future discussion with the appropriate parties.

You requested our participation and assistance in talking with the county or other appropriate agencies to further discuss your requests; we would be happy to participate in these meetings. We again thank you for your Offer of Cooperation and for meeting with us to further discuss and understand all of the relevant issues and considerations. If you have any questions or would like to discuss matters further at this time, please feel free to contact me at (951) 787-7934.

Sincerely,

Cathy Bechtel
Project Development Director

This page intentionally left blank

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814
July 31, 2008

IN REPLY REFER TO
HDA-CA
08-Riv-999
Mid County Parkway
Riverside County
Document # P58571

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

Dear Mr. Donaldson:

SUBJECT: PRELIMINARY DETERMINATIONS OF ELIGIBILITY AND FINDING OF ADVERSE EFFECT FOR THE MID COUNTY PARKWAY PROJECT, RIVERSIDE COUNTY

The Federal Highway Administration (FHWA), Riverside County Transportation Commission (RCTC), and the California Department of Transportation (Department) propose to construct a new transportation corridor in Riverside County. This corridor, the Mid County Parkway (MCP), is proposed to extend from Interstate 15 (I-15) on the west to State Route 79 (SR-79) on the east, near Cajalco Road and the Ramona Expressway, a distance of approximately 32 miles. Section 106 activities to date for this project include a draft Archaeological Survey Report (ASR) and draft Historical Resources Evaluation Report (HRER), which document the identification of cultural resources within the project's Area of Potential Effects (APE) for all alternatives.

On May 23, 2007, a meeting between State Historic Preservation Officer (SHPO), FHWA, RCTC, and the Department, was held, during which a consensus was reached that FHWA would seek early consultation with the SHPO to request concurrence on a phased approach to the Section 106 process. In addition, it was agreed that FHWA would seek the SHPO's concurrence on preliminary draft determinations of eligibility and Finding of Effect, with the submittal of complete documentation to follow the public review of the draft Environmental Impact Study/Environmental Impact Report (EIS/EIR). In order to minimize effects to other cultural resources, FHWA requested that the SHPO concur on a phased approach to identification and evaluation of cultural resources. On June 27, 2008, the SHPO concurred with FHWA's request to proceed with a phased evaluation and finding of effect focusing on the preferred alternative (Alternative 9) for the MCP. As noted in the June 27, 2008 letter, FHWA has kept the SHPO informed and updated on the status of the identification, evaluation and determining effects on historic properties efforts. Enclosed are two (2) copies of the *Preliminary Recommendations of Eligibility and Levels of Effect* (DOE/FOE) report.

MOVING THE
AMERICAN
ECONOMY

In accordance with the January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation* (PA), a preliminary Finding of Effect was prepared due to the identification of historic properties within the project area, which may be affected by the undertaking pursuant to Stipulation IX.B of the PA. A Historic Property Survey Report (HPSR) containing final determinations of eligibility and a Finding of Effect is currently in preparation and will be submitted to the SHPO for formal concurrence at a later date.

In total, 62 properties were evaluated in Alternative 9, 55 of which were determined ineligible for listing in the National Register of Historic Places (NRHP). (See enclosed document for details)

Four properties were determined eligible for listing in the NRHP:

- P-33-1512; Prehistoric quarry site
- P-33-1650/P-33-16687; Prehistoric quarry site
- P-33-16598; Prehistoric multi-use site containing rock art, cupules, rock shelters, midden, milling features; and
- P-33-16679; Prehistoric habitation site

Three properties are assumed eligible for the purposes of the current undertaking pursuant to Stipulation VIII.C.3 of the PA:

- P-33-1649; Prehistoric quarry site
- P-33-12230; Prehistoric habitation site ; and
- LSA-JCV531-S-207; Historic site containing three rock rings

FHWA is considering these three sites to be eligible for the NRHP under Criterion D for the purposes of this undertaking without conducting subsurface testing or surface collection and will establish and enforce ESAs to ensure that there will be no adverse effects to the property as a result of the proposed undertaking pursuant to Stipulation X.B.2.a(ii).

At this time, FHWA is requesting a provisional concurrence on the preliminary determinations of eligibility, in accordance with Stipulation VIII.C.5 of the PA and 36 CFR 800.4(c)(2). FHWA is also consulting with the SHPO pursuant to Stipulation X.C.1 and 36 CFR 800.5(c) and seeks provisional concurrence on a preliminary finding of Adverse Effect for the project as a whole.

If you need additional information, please do not hesitate to contact Shawn Oliver FHWA Transportation Engineer, at (916) 498-5048, Jill Hupp, Caltrans Section 106 Coordination Branch Chief at (916) 654-3567, or Gabrielle Duff, Caltrans District 8 Associate Environmental Planner, Archaeology (909) 388-7034.

We look forward to your response.

Sincerely,

For
Gene K. Fong
Division Administrator

Enclosures: *Preliminary Recommendations of Eligibility and Level of Effects*

This page intentionally left blank

STATE OF CALIFORNIA – THE RESOURCES AGENCY ARNOLD SCHWARZENEGGER, *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

August 28, 2008

Gene K. Fong
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

RE: HAD-CA 08-Riv-999-Mid County Parkway Document #P58571; Preliminary Determinations of Eligibility and Finding of Adverse Effect

Dear Mr. Fong:

Thank you for requesting my comments on the above cited determinations. You seek my comments in accordance with the January 2004 *Programmatic Agreement among Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation*. My staff has reviewed the documentation you provided and I would like to offer the following comments.

You have requested my concurrence that four properties P-33-1512, P-33-1650/P-33-16687, P-33-16598 and P-33-16679 are eligible for the National Register of Historic Places. I concur with this determination. If for any reason, the final evaluation provides additional information which might change these determinations or other determinations, please once again seek my comments.

In addition, you seek my concurrence that the undertaking as a whole will have an adverse effect on historic properties. I so concur with this determination.

Finally, you have notified me that Federal Highway Administration proposes to assume eligibility of P-33-1649, P-33-12230 and LSA-JCV531-S-207 and will establish ESAs to ensure their protection. I wish to so note.

I look forward to concluding consultation for this undertaking. Please feel free to consult Susan Stratton or Dwight Dutschke of my staff as you proceed through the Section 106 process.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

This page intentionally left blank

STATE AGENCIES

This page intentionally left blank

STATE OF CALIFORNIA - THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, *Governor*

DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
Eastern Sierra-Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
Phone (909) 484-0167
Fax (909) 481-2945

December 22, 2004

RECEIVED
DEC 27 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Re: Notice of Preparation of Environmental Impact Report, Mid County Parkway Project, SCH #2004111103

Dear Ms. Bechtel:

The Department of Fish and Game thanks you for the opportunity to comment on the Notice of Preparation for the Mid County Parkway Project. The proposed project extends from the Interstate 15 on the west to State Route 79 on the east in western Riverside County, California. Included in the analysis will be seven build alternatives, of which four are parkway alternatives and three are combination General Plan/parkway alternatives. Many of the alignment alternatives share common segments.

The NOP states that a Natural Environment Study (NES) will be prepared consistent with Caltrans guidelines and will include a literature review, field surveys, jurisdictional waters, fairy shrimp, wildlife movement and habitat connectivity, as well as focused surveys required by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

Compliance with approved habitat plans, such as the MSHCP, is discussed in CEQA. Section 15125(d) of the Guidelines for the Implementation of the California Environmental Quality Act requires that an EIR discuss any inconsistencies between a proposed project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans. Subsection "f" of Section IV (Biological resources) of the recommended CEQA Initial Study form asks whether the project would conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved conservation plans.

Planned transportation corridors are discussed in section 7.0 of the MSHCP (Covered Activities/Allowable Uses). CETAP corridors are discussed specifically in Section 7.3.5 of the MSHCP. The document contains provisions for mitigating impacts to and the loss of Public/Quasi-Public Lands within the MSHCP. The document also states that new roadways will be subject to the siting, design and construction guidelines in Sections 7.5.1, 7.5.2 and 7.5.3 of the MSHCP. Impacts to habitat within existing Public/Quasi-Public Lands shall be

compensated by purchase and dedication of land that is in addition to the Additional Reserve Lands.

The MSHCP provides conservation for covered species and habitats. The MSHCP Area Plans provide guidelines for the conservation of quantities of habitat and conservation goals within a particular Area Plan. The Criteria Cells describe the more specific geographic location of conservation lands and include criteria for land to be conserved within a particular cell or group of cells and the biological reasoning behind the criteria. The species objectives provide guidelines and goals for the conservation of individual plants and animals. The MSHCP also provides policies, such as the "Narrow Endemic Plant Species" (Section 67.1.3), "Database Updates/Additional Surveys (Section 6.3), "Riparian/Riverine Areas/Vernal Pools" (Section 6.1.2), and "Urban /Wildlands Interface" (Section 6.1.4). These policies provide additional layers of protection to certain habitats and particular species.

The EIR should include the following:

1. An analysis of the impacts of the alternatives on Existing Public/Quasi Public lands;
2. An analysis of the impacts of the alternatives on existing wildlife reserves;
3. An analysis of the impacts of the alternatives on MSHCP Area Plan goals, Criteria Cells, and Species Objectives;
4. An analysis of the impacts of the alternatives on proposed reserve cores, linkages and constrained linkages;
5. An analysis of how the alternatives conform with "Guidelines for the Siting and Design of Planned Roads Within the Criteria Area and the Public/Quasi-Public Lands" (Section 7.5.1);
6. An analysis of how the alternatives conform with "Guidelines for Construction of Wildlife Crossings" (Section 7.5.2);
7. An analysis of how the alternatives conform with the "Construction Guidelines" (Section 7.5.3);
8. Proposals for mitigating impacts to Existing Public/Quasi Public Lands, core reserves, linkages and constrained linkages;
9. An analysis of the project's consistency with the MSHCP and other impacted HCPs.

The EIR should delineate those areas that are within or outside of the "Criteria Area". For areas outside of the Criteria Area, the analysis should also indicate whether the project is or is not located in one of the special areas, (i.e., the narrow endemic survey area, the additional survey area, the riparian/riverine area or vernal pool policy, the fuels management policy or is at the urban/wildlands interface) and how the project is consistent with these special areas, policies or guidelines.

However, if the project is located within the Criteria Area of the MSHCP, then a more in-depth discussion is required. The EIR biological analysis should include a discussion of the Criteria Cells, specifically, what Criteria Cells are impacted, how the project will impact the cells, both geographically and biologically, and what measures will be taken to bring the project in conformance with the MSHCP cell criteria. The analysis should include a discussion of the impact of the project on the affected Core Area, Linkage or Constrained Linkage. Although the Criteria Area on the map is greater than the 153,000 acres of private

lands required for the MSHCP, in many areas the locations of the cells are geographic-dependent and not contingent on existing biological resources. For instance, a property may be located in a corridor or linkage and the site may have been utilized for farming, ranching or other use whereby the native plant communities have been severely impacted. The fact that the site does not have significant native vegetation does not mean that the cell criteria do not have to be met. If the Criteria Cells are impacted by development then the discussion should include a statement that the lead agency may have to conserve the area within the Criteria Cell or comply with the "Criteria Refinement Process" or "Equivalency" process as described in Section 6.5 of the MSHCP.

In addition, the CEQA document should indicate whether the proposed development project does or does not fall within one of the special areas of the MSHCP (subsections 6.1.2, 6.1.3 6.1.4 or 6.4). If the project does impact one of these special areas, then there should be a discussion of how the project will comply with the special area policies or guidelines.

In many instances, the status of the consistency of the project with the MSHCP may not be resolved until negotiations with the appropriate lead agency, RCA or Wildlife Agencies. This does not alleviate the responsibility of the lead agency for complying with the provisions of CEQA. For instance, if the project is not consistent with the provisions of the Criteria Cell, then the project is not consistent with the MSHCP. The EIR should state this fact and indicate how the project will be brought into conformance with the MSHCP. If the project is consistent with the MSHCP then the analysis leading to this conclusion should be included in the EIR as well.

Finally, the project site may contain a river, lake, or stream over which the Department has jurisdiction as per Section 1602 of the Fish and Game Code. The Department recommends that a jurisdictional delineation be conducted and that any aquatic resources or vernal pools be identified. If these resources are found on the site, then the applicant should comply with the Riparian/Riverine Areas/Vernal Pool policy. In addition, the applicant should file a 1602 notification with the Department of Fish and Game and comply with other regulatory agency requirements.

The Department looks forward to reviewing the completed Environmental Impact Report. If you have any questions, please call Robin Maloney-Rames, Environmental Scientist, at (951) 980-3818.

Sincerely,

Scott Dawson
Senior Environmental Scientist

cc: U.S. Fish and Wildlife Service – Doreen Stadtlander
Western Riverside County Regional Conservation Authority – Ron Rempel

This page intentionally left blank

70209

State of California • The Resources Agency
Arnold Schwarzenegger, *Governor*

DEPARTMENT OF PARKS AND RECREATION
Ruth Coleman, *Director*
Inland Empire District
17801 Lake Perris Drive
Perris, CA 92571
(951) 657-0676
http://www.parks.ca.gov

Post-it Fax Note | Date 12/21 | # of pages 3
To Cathy Bechtel
Fax# 951-787-7920
From Empire Airport
Phone# 951 940-5664

December 20, 2004

RECEIVED
DEC 21 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street
P.O. Box 12008
Riverside, CA 92502-2208

Re: Notice of Preparation for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project, SCH No. 2004111103

Dear Ms. Bechtel:

The Inland Empire District of the Department of Parks and Recreation (State Parks) appreciates the opportunity to comment on the aforementioned project.

State Parks is a trustee agency as defined by the California Environmental Quality Act (CEQA). State Parks' mission in part is to provide for the health, inspiration, and education of the people of California by preserving the state's extraordinary biodiversity and creating opportunities for high quality outdoor recreation.

As the office responsible for the stewardship of Lake Perris State Recreation Area, we have an interest and concern about potential changes in land use adjacent to the park. Our comments are based on a review of information gathered from Riverside County Transportation Commission, including the Notice of Preparation (NOP), public scoping meeting handouts, and small working group material. The NOP indicates a number of technical studies and investigations that will be conducted in order to furnish information into the Draft EIS/EIR. We understand that those studies will include areas surrounding Lake Perris and will include, but not be limited to, habitat, species, noise, air quality, circulation, recreation, Section 4(f), and any other relevant topics. We are available to discuss these and any other topics of interest.

Our primary concerns involve public safety and circulation. As you may know, Lake Perris experiences periods of peak visitation in the warmest weather days where we may have approximately 8,000 - 10,000 vehicles on a single day, with a significant number of vehicles before 11 a.m. At times, traffic may be stacked on Ramona Expressway from Lake Perris Drive to I-215. With the potential reconfiguration of Ramona Expressway, this may cause the residential neighborhoods south of Ramona Expressway to experience high traffic congestion as vehicles attempt to travel in the vicinity. We welcome you to visit us on Memorial Day, Fourth of July, Labor Day and on extremely hot weather weekends when we tend to experience our highest visitation. If desired, we can arrange a tour on those or other days.

Another public safety and traffic circulation concern involves park visitor vehicle access to the Bernasconi area of Lake Perris. With the reconfiguration of Ramona Expressway, accessing the existing Bernasconi entrance road should be as direct as possible eliminating any confusing or circuitous routes taken by park visitors. Residential neighborhoods south of Ramona Expressway may be reluctant to support alignments which bring extremely high volumes of traffic to their vicinity.

We recommend consideration be given to providing measures to reduce impacts to nearby communities and to reduce driver confusion. Such measures may include, but are not limited to,

- signage on the I-215 and Mid County Parkway directing traffic,
- message reader boards to indicate park closure and other pertinent information related to non-Lake Perris traffic conditions,
- adequate stacking capacity on the freeway system, and
- Intelligent Transportation Systems on surface streets to move vehicles efficiently.

In addition, the Draft EIS/EIR should discuss impacts to visitation during construction and measures to mitigate those impacts.

We welcome the opportunity to discuss mitigation options as they relate to impacts to Stephen's Kangaroo Rat Habitat Conservation Plan Reserve, burrowing owls, and other sensitive species, elimination of native vegetation, impacts to wildlife movement, and impacts to recreational resources within Lake Perris.

The Draft EIS/EIR should discuss potential impacts to cultural resources, including numerous archeological sites and the Juan Bautista de Anza National Historic Trail, which crosses Ramona Expressway and runs through Lake Perris.

We suggest expanding the Section 4(f) analysis to include potential direct, indirect, and cumulative impacts to Lake Perris. Impacts may include, but are not limited to, aesthetics, natural resources, short-term and long-term public access, circulation, and impacts to users within the park, such as air quality and noise.

Biological Resources

Our staff has observed numerous road kills along Ramona Expressway adjacent to the San Jacinto/Lake Perris Core Reserve over an eight year period. Species from three vertebrate classes have been observed: reptiles, birds, and mammals. Large mammals have included mule deer, coyotes, and bobcats. Coyotes have been the most affected large mammal. Birds have included waterfowl, raptors (American Kestrals and Barn Owls), crows, ravens, and violet-green swallows. The frequency of road kills has steadily increased as traffic on Ramona Expressway has increased.

We request to review all grading and landscaping plans, especially as they affect resources within or adjacent to Lake Perris. We welcome the opportunity to participate in developing plant palettes for areas adjacent to Lake Perris.

Thank you again for the opportunity to comment and for your serious consideration. For further discussion, please contact me or Enrique Arroyo, District Planner, at (951) 657-0676.

Sincerely,

Gary Watts

Gary Watts
District Superintendent

cc: Rick Rayburn, California State Parks
Hector Apodaca, City of Perris

This page intentionally left blank

70124

STATE OF CALIFORNIA
Governor
Arnold Schwarzenegger

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 – Fax

December 9, 2004

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon St, 3rd Floor
Riverside, CA 92502-2208

Re: Proposed Mid County Parkway Project DEIF
SCH# 2004111103

Dear Ms. Bechtel:

Thank you for the opportunity to comment on the above-mentioned document.

Early consultation with tribes in your area is the best way to identify Native American cultural resource concerns before a project is underway. Enclosed is a list of Native Americans individuals/organizations that may have unique knowledge of cultural resources in the project area. The Commission makes no recommendation of a single individual or group over another. Please contact all those listed; if they cannot supply you with specific information, they may be able to recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If you have not received a response within two weeks' time, we recommend that you follow-up with a telephone call to make sure that the information was received.

Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should consider avoidance, as defined in Section 15370 of the CEQA Guidelines, when significant cultural resources are that could be affected. Provisions should also be included for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA), Public Resources Code §15064.5 (f). Health and Safety Code §7050.5; and Public Resources Code §5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents. If you have any questions, please contact me at (916) 653-6251.

Sincerely,

Carol Gaubatz
Program Analyst

RECEIVED
DEC 14 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Cc: State Clearinghouse

B.1.9.2

This page intentionally left blank

Native American Contacts
Riverside County
December 9, 2004

Samuel H. Dunlap
P.O. Box 1391
Temecula , CA 92593
(909) 262-9351 (Cell)
(909) 693-9196 FAX

Gabrielino
Cahuilla
Luiseno

Craig Torres
713 E. Bishop
Santa Ana , CA 92701
(714) 542-6678

Gabrielino Tongva

Coastal Gabrieleno Diegueno
Jim Velasques
5776 42nd Street
Riverside , CA 92509
(909) 784-6660

Gabrielino
Kumeyaay

Cupa Cultural Center (Pala Band)
William J. Contreras, Archaeology and Cultural Res.
P.O. Box 455
Pala , CA 92059
(760) 742-3784

Luiseno

Fernandeno/ Tataviam / San Fernando Mission Indians
Rudy J. Ortega, Sr., Chairperson
601 South Brand Boulevard, Suite 102
San Fernando , CA 91340
info@tataviam.org
(818) 837-0794
(818) 837-0796 Fax

Gabrielino
Chumash
Tataviam
Yaqui

Fernandeno/ Tataviam / San Fernando Mission Indians
Rudy J. Ortega, Jr., Tribal Administrator
601 South Brand Boulevard, Suite 102
San Fernando , CA 91340
rudy@tataviam.org
(818) 837-0794
(818) 837-0796 Fax

Gabrielino
Chumash
Tataviam
Yaqui

Fernandeno/ Tataviam / San Fernando Mission Indians
Lisa Ornelas, Senator of Cultural Affairs
601 South Brand Boulevard, Suite 102
San Fernando , CA 91340
lisa@tataviam.org
(818) 837-0794
(818) 837-0796 Fax

Gabrielino
Chumash
Tataviam
Yaqui

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

Gabrielino Tongva

Gabrielino Band of Mission Indians of CA
Ms. Susan Frank
PO Box 3021
Beaumont , CA 92223
(909) 647-0094: Phone/FAX

Gabrielino

Gabrielino Tongva Indians of California Tribal Council
John Tommy Rosas, Vice Chair/Environmental
4712 Admiralty Way, Suite 172
Marina Del Rey , CA 90202
310-505-8568

Gabrielino Tongva

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Mid County Parkway Project, SCH# 2004111103, Riverside County.

Native American Contacts
Riverside County
December 9, 2004

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
5450 Slauson, Ave, Suite 151 PMB Gabrielino Tongva
Culver City , CA 90230
gtongva@earthlink.net
562-761-6417 - voice
562-920-9449 - fax

Gabrielino Tongva Indians of California Tribal Council
Mercedes Dorame, Tribal Administrator
20990 Las Flores Mesa Drive Gabrielino Tongva
Malibu , CA 90202
Pluto05@hotmail.com

Gabrielino/Tongva Counci / Gabrielino Tongva Nation
501 Santa Monica Blvd., Suite 500 Gabrielino Tongva
Santa Monica 90401-2415
, CA
(310) 587-2203
(310) 587-2281 Fax

La Jolla Band of Mission Indians
Mr. Terri Hughes, Chairperson
22000 Highway 76 Luiseno
Pauma Valley , CA 92061
(760) 742-3771/72
(760) 742-1701 Fax

Pala Band of Mission Indians
Robert Smith, Chairperson
P.O. Box 50 Luiseno
Pala , CA 92059 Cupeno
(760) 742-3784
(760) 742-1411 Fax

Paumŧa & Yuima
Christobal C. Devers, Chairperson
P.O. Box 369 Luiseno
Pauma Valley , CA 92061
(760) 742-1289
(760) 742-3422 Fax

Pauma & Yuima
Bennae Calac, Cultural Reosurce Coordinator
P.O. Box 369 Luiseno
Pauma Valley , CA 92061
(760) 802-1811
(760) 742-3422 Fax

Pauma & Yuima
Juanita Dixon, Environmental Coordinator
P.O. Box 369 Luiseno
Pauma Valley , CA 92061
(760) 742-1289
(760) 742-3422 Fax

Pechanga Band of Mission Indians
Amy Minniear, Cultural Resource Center
P.O. Box 2183 Luiseno
Temecula , CA 92593
aminniear@pechanga-nsn.gov
(951) 308-9295
(951) 506-9491 Fax

Pechanga Band of Mission Indians
Mark Macarro, Chairperson
P.O. Box 2183 Luiseno
Temecula , CA 92593
(951) 308-9295
(951) 506-9491 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 Americans with regard to cultural resources assessment for the proposed Mid County Parkway Project, SCH# 2004111103, Riverside County.

Native American Contacts
Riverside County
December 9, 2004

Rincon Band of Mission Indians
Culture Committee
P.O. Box 68 Luiseno
Valley Center , CA 92082
(760) 749-1051
(760) 749-8901 Fax

Rincon Band of Mission Indians
John Currier, Chairperson
P.O. Box 68 Luiseno
Valley Center , CA 92082
(760) 749-1051
(760) 749-8901 Fax

Rincon Band of Mission Indians
Rob Shaffer, Tribal Administrator
P.O. Box 68 Luiseno
Valley Center , CA 92082
(760) 749-1051
(760) 749-8901 Fax

Rincon Band of Mission Indians
Kristie Orosco, Environmental Coordinator
P.O. Box 68 Luiseno
Valley Center , CA 92082
(760) 749-1051
(760) 749-8901 Fax

Rincon Band of Mission Indians
Ruth Calac, President, Ricon Heritage Commission
P.O. Box 68 Luiseno
Valley Center , CA 92082
(760) 749-1051
(760) 749-8901 Fax

San Luis Rey Band of Mission Indians
Henry Contreras, Most Likely Descendent
1763 Chapulin Lane Luiseno
Fallbrook , CA 92028 Cupeno
(760) 728-6722 - Home
(760) 207-3618 - Cell

San Luis Rey Band of Mission Indians
Russell Romo, Chairman
12064 Old Pomerado Road Luiseno
Poway , CA 92064 Cupeno
(858) 748-1586

San Luis Rey Band of Mission Indians
Carmen Mojado, Co-Chair
1889 Sunset Dr. Luiseno
Vista , CA 92081 Cupeno

San Luis Rey Band of Mission Indians
Mark Mojado, Cultural Resources
P.O. Box 1 Luiseno
Pala , CA 92059
(760) 742-4468
(760) 586-4858 (cell)

Soboba Band of Mission Indians
Robert J. Salgado, Sr., Chairperson
P.O. Box 487 Luiseno
San Jacinto , CA 92581
(909) 654-2765
Fax: (909) 654-4198

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Mid County Parkway Project, SCH# 2004111103, Riverside County.

Native American Contacts
Riverside County
December 9, 2004

Ti'At Society
Cindi Alvitre
6602 Zelzah Avenue
Reseda , CA 91335
(714) 504-2468 Cell

Gabrielino

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Mid County Parkway Project, SCH# 2004111103, Riverside County.

70234 CB, GQ

UNIVERSITY OF CALIFORNIA, RIVERSIDE

BERKELEY • DAVIS • IRVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO

SANTA BARBARA • SANTA CRUZ

VICE-CHANCELLOR—ADMINISTRATION
RIVERSIDE, CALIFORNIA 92521

RECEIVED
DEC 27 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

December 17, 2004

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P. O. Box 12008
Riverside, California 92502-2208

Subject: Notice of Preparation for the Draft Environmental Impact Statement/Environmental Report (EIS/EIR) for the Mid County Parkway Corridor Project

Dear Ms. Bechtel:

Thank you for sending a copy of the above document to the University for review and comment. The University of California, Riverside campus manages a unit of the UC Natural Reserve System, the Motte Rimrock Reserve that is in the vicinity of the project.

The NOP has been reviewed by our Office of Design and Construction and forwarded to John Rotenberry, Director of the Natural Reserve system for the Riverside Campus. The issue areas outlined in the NOP appear to be appropriate. The primary UCR concern is the preservation of the continued viability of the Reserve for research purposes.

Please continue to keep the University of California, Riverside apprised of the progress of this project. The primary contact person will be:

John Rotenberry, Director – Natural Reserve System
Biology Department
University of California, Riverside,
Riverside, California 92521

(951) 827-3953 (Voice)
Email: john.rotenberry@ucr.edu

Thank you again, and please feel free to contact Tricia D. Thrasher, Principal Environmental Project Manager, on my staff if you need further information.

Yours truly,

for

C. Michael Webster
Vice Chancellor of Administration

Cc: Tricia D. Thrasher, Principal Environmental Project Manager

B.1.9.2.1

This page intentionally left blank

UNIVERSITY OF CALIFORNIA, RIVERSIDE

BERKELEY • DAVIS • IRVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO

SANTA BARBARA • SANTA CRUZ

VICE-CHANCELLOR—ADMINISTRATION
RIVERSIDE, CALIFORNIA 92521

December 17, 2004

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P. O. Box 12008
Riverside, California 92502-2208

Subject: Notice of Preparation for the Draft Environmental Impact Statement/Environmental Report (EIS/EIR) for the Mid County Parkway Corridor Project

Dear Ms. Bechtel:

Thank you for sending a copy of the above document to the University for review and comment. The University of California, Riverside campus manages a unit of the UC Natural Reserve System, the Motte Rimrock Reserve that is in the vicinity of the project.

The NOP has been reviewed by our Office of Design and Construction and forwarded to John Rotenberry, Director of the Natural Reserve system for the Riverside Campus. The issue areas outlined in the NOP appear to be appropriate. The primary UCR concern is the preservation of the continued viability of the Reserve for research purposes.

Please continue to keep the University of California, Riverside apprised of the progress of this project. The primary contact person will be:

John Rotenberry, Director – Natural Reserve System
Biology Department
University of California, Riverside,
Riverside, California 92521

(951) 827-3953 (Voice)
Email: john.rotenberry@ucr.edu

Thank you again, and please feel free to contact Tricia D. Thrasher, Principal Environmental Project Manager, on my staff if you need further information.

Yours truly,

for

C. Michael Webster
Vice Chancellor of Administration

Cc: Tricia D. Thrasher, Principal Environmental Project Manager

This page intentionally left blank

70210

UNIVERSITY OF CALIFORNIA, RIVERSIDE
OFFICE OF DESIGN AND CONSTRUCTION
3615A Canyon Crest Drive
Riverside, California 92507

facsimile transmittal

RECEIVED
DEC 21 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

To: Ms. Cathy Bechtel **Fax:** 951/787-7920

Riverside County Transportation Commission

From: Tricia D. Thrasher, ASLA **Date:** 12/21/2004

Re: Mid County Parkway Corridor NOP **Pages:** 2

CC:

☐ Urgent ☐ For Your Review ☐ Please Comment/Reply ☑ For Your Use

Notes:

This page intentionally left blank

REGIONAL AGENCIES

This page intentionally left blank

California Regional Water Quality Control Board
Santa Ana Region

Terry Tamminen
Secretary for
Environmental
Protection

Internet Address: http://www.waterboards.ca.gov/santaana
3737 Main Street, Suite 500, Riverside, California 92501-3348
Phone (951) 782-4130 - FAX (951) 781-6288

Arnold Schwarzenegger
Governor

FACSIMILE TRANSMITTAL

DATE: Dec 24, 2004

TO: Cathy Bechtel, Riverside Co. Transportation Comm.

FAX NO.: 951-787-7920

FROM: Glenn Robertson

SENDER'S DIRECT TELEPHONE NUMBER: (951) 782-3259

NUMBER OF PAGES, INCLUDING TRANSMITTAL MEMO: 3

SUBJECT: CEQA Comment letter on Mid-County Parkway Project

PLEASE CONTACT THE SENDER AT THEIR DIRECT NUMBER WITH ANY QUESTIONS.

This page intentionally left blank

California Regional Water Quality Control Board
Santa Ana Region

Terry Tamminen
Secretary for
Environmental
Protection

3737 Main Street, Suite 500, Riverside, California 92501-3348
(951) 782-4130 • Fax (951) 781-6288
http://www.waterboards.ca.gov/santaana

Arnold Schwarzenegger
Governor

December 24, 2004

Cathy Bechtel
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT (DEIR/DEIS) FOR THE MID-COUNTY PARKWAY CORRIDOR PROJECT, RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Dear Ms. Bechtel:

Staff of the Regional Water Quality Control Board, Santa Ana Region (RWQCB), have reviewed the November 2004 Notice of Preparation (NOP) for the DEIR/DEIS regarding the proposed Mid-County Parkway within western Riverside County, prepared in compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Eight west-east alternative routes were submitted that would connect Interstate 15 (I-15), at Cajalco Road in Temescal Canyon, with State Route 79 (SR-79) in San Jacinto. It appears that the favored alternative would incorporate the existing Ramona Expressway and El Sobrante Road in a route projected to be south of Lake Mathews. We believe that the following comments should be incorporated into the DEIR/DEIS:

The route chosen must be wide enough with sufficient right-of-way to implement the project-wide Best Management Practices (BMPs) and stormwater runoff/collection BMPs required by State Board Order No. 99-06-DWQ, the NPDES permit for "Stormwater Discharges from the State of California Department of Transportation (CALTRANS) Properties, Facilities, and Activities (Statewide CALTRANS Stormwater Permit)." At the conceptual level, the DEIR/DEIS should develop mitigation for freeway runoff pollutants.

We are concerned that the route will cross water bodies or will generate tributary flows to mapped water bodies and more obscure channels that transmit short-term flows. Because this project appears to result in excavation of ("dredging") and/or placement of fill into these "waters of the United States," this project may fall within the jurisdiction of the United States Army Corps of Engineers (USACE) and would require their issuance of a Clean Water Act Section 404 permit. Please contact Jason Lambert of USACE at 213-452-3361 and conduct the necessary studies to establish whether the project falls within USACE jurisdiction. If so, the applicant is advised to promptly apply to this office for a Section 401 Water Quality Certification (Certification) that construction and operation of the project will not adversely affect water quality standards (water quality objectives and beneficial uses) identified in the Santa Ana River Basin Water Quality Control Plan (Basin Plan). Section 401 Certifications are required before a Section 404 permit can be issued. Information concerning Certifications can be found at the Regional Board's website, www.waterboards.ca.gov/santaana/html/401.html

The jurisdictional study (and subsequent USACE staff determination) may find that wetlands or other surface waters are isolated from waters of the U.S. and are therefore outside of federal jurisdiction. These so-called "isolated waters" are nevertheless waters of the State and consequently a project that impacts them may be subject to individual waste discharge requirements pursuant to the California Water Code.

Although Lake Perris, Lake Mathews, and Temescal Creek are the only water bodies identified for potential impacts at this point, we request that any new channel crossings, or proposed revisions to channel crossings, be inventoried in the DEIR/DEIS and during the noted Clean Water Act Sections 404/401 permit application process. Board staff believes that the alignment that least affects water quality standards should be selected over others. Project operation BMPs should be conditioned in the 404/401permit

application process in order to protect aquatic resources, aside from the conservation efforts incorporated in the western Riverside County Special Area Management Plan (SAMP). Further, any such regional BMPs for this project should coordinate with BMPs for other existing projects.

Beneficial uses, including industrial and domestic supply (MUN), groundwater recharge (GWR), and industrial process supply (IND), relate to the chemical integrity of waters of the State. Other beneficial uses, such as wildlife (WILD), rare and endangered species (RARE), and non-water contact recreation (REC2), relate to the physical, biological, and chemical integrity of a waterbody. Since the violation of water quality standards is a significant impact under CEQA, obliterating or impairing beneficial uses through the fill of a waterbody is a significant impact and should be avoided, minimized, and/or mitigated in a manner that is acceptable to the relevant Responsible Agencies, which include the RWQCB, USACE, California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS). A reference to a need to obtain necessary permits from those agencies is not adequate or sufficient mitigation. Board staff believes that at this early stage in the CEQA process, steps must be taken to identify acceptable mitigation for unavoidable impacts and that you should not finalize the CEQA process for the project until mitigation agreed to with each agency can be incorporated into the final EIS/EIR.

The EIS/EIR should address cumulative impacts to the above beneficial uses posed by the development of hills and floodplains. The NOP did not address cumulative impacts posed by additional future transportation projects in this area, and the EIS/EIR should address their relationships to the Mid-County Parkway. The EIS/EIR parkway route maps should also include overlays of preserved land for threatened and endangered species agreed upon through the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP).

The NOP's consideration of wildlife corridors should be supported by measures that mitigate for construction upon natural drainages, in keeping with our Basin Plan's beneficial uses and agreements in the MSHCP. The preservation of natural drainage systems, water bodies, and slopes reduces impacts to water quality and may lessen development's overall impact on water quality standards. Established native riparian vegetation along and within drainage systems, flanked by adequately vegetated upland buffer areas, will capture storm flows and thereby lessen erosion and sedimentation. Additionally, by facilitating wildlife movement through riparian corridors, the Basin Plan's wildlife habitat beneficial uses (in particular, WILD) are served. As generally stated in the NOP, the roadways, pipelines, etc. should be carried over ravines, arroyos, and slope drainages by bridges or wide, arched culverts.

If you have any questions, please contact Glenn Robertson of my staff at (951) 782-3259, or me at (951) 782-3234.

Sincerely,

Glenn Robertson, for

Mark G. Adelson, Chief
Regional Planning Programs Section

cc: Scott Morgan – State Clearinghouse

Q: Planning/Groberts/Letters/DEIR- Riv Co Trans Comm – Mid County Parkway Project Riv Co

California Regional Water Quality Control Board
Santa Ana Region

Terry Tamminen
Secretary for Environmental Protection

3737 Main Street, Suite 500, Riverside, California 92501-3348
(951) 782-4130 • Fax (951) 781-6288
http://www.waterboards.ca.gov/santaana

Arnold Schwarzenegger
Governor

RECEIVED
DEC 27 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

70249 CB, GQ

December 24, 2004

Cathy Bechtel
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT (DEIR/DEIS) FOR THE MID-COUNTY PARKWAY CORRIDOR PROJECT, RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Dear Ms. Bechtel:

Staff of the Regional Water Quality Control Board, Santa Ana Region (RWQCB), have reviewed the November 2004 Notice of Preparation (NOP) for the DEIR/DEIS regarding the proposed Mid-County Parkway within western Riverside County, prepared in compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Eight west-east alternative routes were submitted that would connect Interstate 15 (I-15), at Cajalco Road in Temescal Canyon, with State Route 79 (SR-79) in San Jacinto. It appears that the favored alternative would incorporate the existing Ramona Expressway and El Sobrante Road in a route projected to be south of Lake Mathews. We believe that the following comments should be incorporated into the DEIR/DEIS:

The route chosen must be wide enough with sufficient right-of-way to implement the project-wide Best Management Practices (BMPs) and stormwater runoff/collection BMPs required by State Board Order No. 99-06-DWQ, the NPDES permit for "Stormwater Discharges from the State of California Department of Transportation (CALTRANS) Properties, Facilities, and Activities (Statewide CALTRANS Stormwater Permit)." At the conceptual level, the DEIR/DEIS should develop mitigation for freeway runoff pollutants.

We are concerned that the route will cross water bodies or will generate tributary flows to mapped water bodies and more obscure channels that transmit short-term flows. Because this project appears to result in excavation of ("dredging") and/or placement of fill into these "waters of the United States," this project may fall within the jurisdiction of the United States Army Corps of Engineers (USACE) and would require their issuance of a Clean Water Act Section 404 permit. Please contact Jason Lambert of USACE at 213-452-3361 and conduct the necessary studies to establish whether the project falls within USACE jurisdiction. If so, the applicant is advised to promptly apply to this office for a Section 401 Water Quality Certification (Certification) that construction and operation of the project will not adversely affect water quality standards (water quality objectives and beneficial uses) identified in the Santa Ana River Basin Water Quality Control Plan (Basin Plan). Section 401 Certifications are required before a Section 404 permit can be issued. Information concerning Certifications can be found at the Regional Board's website, www.waterboards.ca.gov/santaana/html/401.html

The jurisdictional study (and subsequent USACE staff determination) may find that wetlands or other surface waters are isolated from waters of the U.S. and are therefore outside of federal jurisdiction. These so-called "isolated waters" are nevertheless waters of the State and consequently a project that impacts them may be subject to individual waste discharge requirements pursuant to the California Water Code.

Although Lake Perris, Lake Mathews, and Temescal Creek are the only water bodies identified for potential impacts at this point, we request that any new channel crossings, or proposed revisions to channel crossings, be inventoried in the DEIR/DEIS and during the noted Clean Water Act Sections 404/401 permit application process. Board staff believes that the alignment that least affects water quality standards should be selected over others. Project operation BMPs should be conditioned in the 404/401permit

application process in order to protect aquatic resources, aside from the conservation efforts incorporated in the western Riverside County Special Area Management Plan (SAMP). Further, any such regional BMPs for this project should coordinate with BMPs for other existing projects.

Beneficial uses, including industrial and domestic supply (MUN), groundwater recharge (GWR), and industrial process supply (IND), relate to the chemical integrity of waters of the State. Other beneficial uses, such as wildlife (WILD), rare and endangered species (RARE), and non-water contact recreation (REC2), relate to the physical, biological, and chemical integrity of a waterbody. Since the violation of water quality standards is a significant impact under CEQA, obliterating or impairing beneficial uses through the fill of a waterbody is a significant impact and should be avoided, minimized, and/or mitigated in a manner that is acceptable to the relevant Responsible Agencies, which include the RWQCB, USACE, California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS). A reference to a need to obtain necessary permits from those agencies is not adequate or sufficient mitigation. Board staff believes that at this early stage in the CEQA process, steps must be taken to identify acceptable mitigation for unavoidable impacts and that you should not finalize the CEQA process for the project until mitigation agreed to with each agency can be incorporated into the final EIS/EIR.

The EIS/EIR should address cumulative impacts to the above beneficial uses posed by the development of hills and floodplains. The NOP did not address cumulative impacts posed by additional future transportation projects in this area, and the EIS/EIR should address their relationships to the Mid-County Parkway. The EIS/EIR parkway route maps should also include overlays of preserved land for threatened and endangered species agreed upon through the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP).

The NOP's consideration of wildlife corridors should be supported by measures that mitigate for construction upon natural drainages, in keeping with our Basin Plan's beneficial uses and agreements in the MSHCP. The preservation of natural drainage systems, water bodies, and slopes reduces impacts to water quality and may lessen development's overall impact on water quality standards. Established native riparian vegetation along and within drainage systems, flanked by adequately vegetated upland buffer areas, will capture storm flows and thereby lessen erosion and sedimentation. Additionally, by facilitating wildlife movement through riparian corridors, the Basin Plan's wildlife habitat beneficial uses (in particular, WILD) are served. As generally stated in the NOP, the roadways, pipelines, etc. should be carried over ravines, arroyos, and slope drainages by bridges or wide, arched culverts.

If you have any questions, please contact Glenn Robertson of my staff at (951) 782-3259, or me at (951) 782-3234.

Sincerely,

Glenn Robertson, for

Mark G. Adelson, Chief
Regional Planning Programs Section

cc: Scott Morgan – State Clearinghouse

Q: Planning/Groberts/Letters/DEIR- Riv Co Trans Comm – Mid County Parkway Project Riv Co

70006 CB, GQ

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 tel
metro.net

Metro

RECEIVED
DEC 03 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

November 30, 2004

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Dear Ms. Bechtel:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Mid County Parkway Project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency in relation to the proposed project.

As the Mid County Parkway Project is a key east-west regional transportation corridor, please include in the DEIR any impacts this project will have upon MTA service or municipal operator service such as that of Foothill Transit.

The MTA looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-6908 or email at chapmans@metro.net. Please send the Draft EIR to the following address:

LACMTA
One Gateway Plaza
Attn: Susan Chapman
Long Range Planning, 99-23-2
Los Angeles, CA 90012-2952

Sincerely,

Susan Chapman
Program Manager, Long Range Planning

This page intentionally left blank

70181

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA
Environmental Planning
700 North Alameda
3RD Floor
Los Angeles, California 90012
Phone 213-217-6337: Fax 213-217-5620

FACSIMILE TRANSMITTAL COVER SHEET

RECEIVED
DEC 20 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

DATE: 12-20-04

TO: MS. CATHY BECHTEL

FAX NO: (951) 787-7920

FROM: MS. LAURA SIMONEK

COMMENTS:
Attached is The Metropolitan Water District of Southern California's comment letter on the Notice of Preparation for the Draft EIR/EIS for the Mid-County Parkway Corridor Project. The original signed letter will follow tomorrow (12/21/04) via Federal Express.

TOTAL NUMBER OF PAGES TRANSMITTED INCLUDING COVER SHEET: 6

Note: If you do not receive all the pages, please call 213-217-6337

B.1.9.2.1

MWD ENVIRONMENTAL PLN Fax:213-217-5620 Dec 20 2004 11:44 P.01

This page intentionally left blank

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

December 15, 2004

FEDERAL EXPRESS

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Dear Ms. Bechtel:

Notice of Preparation for the Draft Environmental
Impact Statement/Environmental Impact Report for the Mid County Parkway Corridor Project

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Preparation (NOP) for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project, located within western Riverside County. The Riverside County Transportation Commission (RCTC) is the lead agency for the proposed project. The Mid County Parkway, which would be a key east-west regional transportation corridor within Riverside County, is proposed to extend from Interstate 15 on the west to State Route 79 on the east. The project is primarily located along the Ramona Expressway, Cajalco Road, and El Sobrante Road. *Metropolitan* is providing comments as a potentially affected public agency and a potential responsible agency, as defined in the State of California Public Resources Code, §21069. As indicated in Table A in the NOP, Metropolitan is a potential Responsible and Trustee Agency and RCTC would require approval from Metropolitan to cross Metropolitan lands and or facilities as defined herein.

As you know, Metropolitan owns and operates several facilities within the boundaries of the proposed study area, including Lake Mathews, the Colorado River Aqueduct, the Upper Feeder pipeline, the Lower Feeder pipeline and the Lake Perris Bypass pipeline and pumpback facilities. In addition, Metropolitan's approved Central Pool Augmentation (CPA) pipeline and treatment plant are within or adjacent to the boundaries of the proposed study area. Furthermore, Metropolitan maintains ownership and jointly manages the Lake Mathews Multi-Species Habitat Conservation Plan (MSHCP) reserve (also known as the Lake Mathews – Estelle Mountain Core Reserve), as shown on the attached graphic (see Figure 2).

Metropolitan has worked jointly with RCTC and the County of Riverside over the past eighteen months on the proposed Mid County Parkway and is committed to continuing work with the lead agency in support of this important regional transportation project. However, there are several

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: Box 54153, Los Angeles, California 90054-0153 • Telephone (213) 217-6000

MWD ENVIRONMENTAL PLN Fax:213-217-5620 Dec 20 2004 11:44 P.02

critical issues that must be resolved before RCTC approves the project and Metropolitan considers granting approval for the crossing of our lands and/or facilities.

These issues include:

Issues Related to the Lake Mathews MSHCP

The Lake Mathews MSHCP provides Endangered Species Act coverage for and fully mitigates impacts related to a variety of past and future Metropolitan projects, as well as impacts to ongoing operations of Lake Mathews. It is critical that Metropolitan maintains the mitigation and take authorization outlined in the MSHCP in full effect and in perpetuity. As currently proposed in the Draft EIS/EIR, each of the build alternatives for the Mid County Parkway would impact the Lake Mathews – Estelle Mountain Core Reserve. Metropolitan requests that the lead agency consider developing an alternative that would fully avoid impacts to the Lake Mathews – Estelle Mountain Core Reserve.

The lead agency, with Metropolitan's consent and overview, would need to review and assess the legal ramifications associated with modifications to the Lake Mathews – Estelle Mountain Core Reserve and determine the risks and benefits to Metropolitan. It is Metropolitan's understanding that the MSHCP, which established the Lake Mathews – Estelle Mountain Core Reserve, only allows for adding species or lands – not for changing or exchanging lands. As such, the lead agency would need to address the plausibility of modifying the MSHCP given the constraints outlined in the legal documents that established the reserve. Metropolitan requests that the lead agency initiate discussions with us to ensure that our take authorization is maintained in full effect.

Operational and Maintenance Issues at Lake Mathews

The lead agency also needs to address long-term impacts from the Mid County Parkway to the Lake Mathews Water Quality & Drainage Management Plan. The proposed project has the potential to affect drainage patterns and water quality at Lake Mathews, a critical drinking water reservoir for southern California. It is imperative to both Metropolitan and the County of Riverside that the Draft EIS/EIR addresses potential impacts to Lake Mathews from a water quality perspective, to ensure that a reliable, high-quality drinking water supply is maintained over the long term.

Furthermore, the implementation of the Mid County Project must allow uninterrupted operational access to the perimeter shoreline of Lake Mathews. Metropolitan utilizes Lake Mathews primarily as a storage reservoir for untreated water, however a large variety of other operational activities occur at Lake Mathews as well. Uninterrupted, long-term access to the perimeter shoreline at Lake Mathews will be required to: (1) perform annual shoreline vegetation clearing

MWD ENVIRONMENTAL PLN Fax:213-217-5620 Dec 20 2004 11:45 P.03

activities, (2) allow patroller access in order to maintain security around Lake Mathews, and (3) allow general operational access for emergency activities, should the need ever arise.

The proposed project must also avoid impacts to Metropolitan's operational area along the north shore of Lake Mathews, near the intersection of El Sobrante and La Sierra roads. This area is utilized for management of Metropolitan's construction unit, which is essential to emergency response efforts within Metropolitan's service area. The proposed project's environmental documentation needs to analyze the potential impacts to these facilities and address avoidance and/or minimization measures to ensure minimal impacts to Metropolitan's operations.

Operational and Maintenance Issues at Other Existing and Future Metropolitan Facilities

The proposed project must also avoid impacts to Metropolitan's approved CPA project, in particular the future treatment plant at Eagle Valley and the future distribution system leaving Eagle Valley. This approved project is an essential component in Metropolitan's obligation to deliver reliable, high-quality water to both Riverside and Orange counties, and as such the lead agency should specifically address any potential impacts of the Mid County Parkway project to the CPA. In addition, Metropolitan's future treatment plant at Eagle Valley will most likely begin construction prior to implementation of the Mid County Parkway project – the lead agency's Draft EIS/EIR needs to acknowledge the treatment plant project and address avoidance and/or minimization measures to ensure minimal impacts to the CPA treatment plant project.

In addition, Metropolitan is concerned with potential impacts from the proposed project to other Metropolitan facilities within the project area. These facilities include the Colorado River Aqueduct, the Upper Feeder pipeline, the Lower Feeder pipeline, and the Lake Perris Bypass pipeline and pumpback facilities, and the approved CPA pipeline. Metropolitan must be allowed to maintain its rights-of-way to its facilities at all times in order to repair and maintain the current condition of those facilities. It is necessary that the lead agency avoid potential impacts to Metropolitan's facilities that may result from the proposed project, including any restrictions on Metropolitan's rights-of-way and/or any operations and maintenance activities. In order to avoid impacts, coordination with Metropolitan must occur during the planning process and written approval from Metropolitan for proposed design plans should be obtained prior to project approval. Metropolitan requests that the lead agency's Draft EIS/EIR acknowledge Metropolitan's facilities and address avoidance and/or minimization measures to ensure minimal impacts to our rights-of-way and/or facilities.

Other Issues

Metropolitan requests that the lead agency analyze in the draft EIS/EIR the consistency of the proposed project with the growth management plan adopted by the Southern California Association of Governments (SCAG). Metropolitan uses SCAG's population, housing, and employment projections to determine future water demand.

In addition, Metropolitan encourages projects to include water conservation measures. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports measures such as using water-efficient fixtures, drought-tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed project.

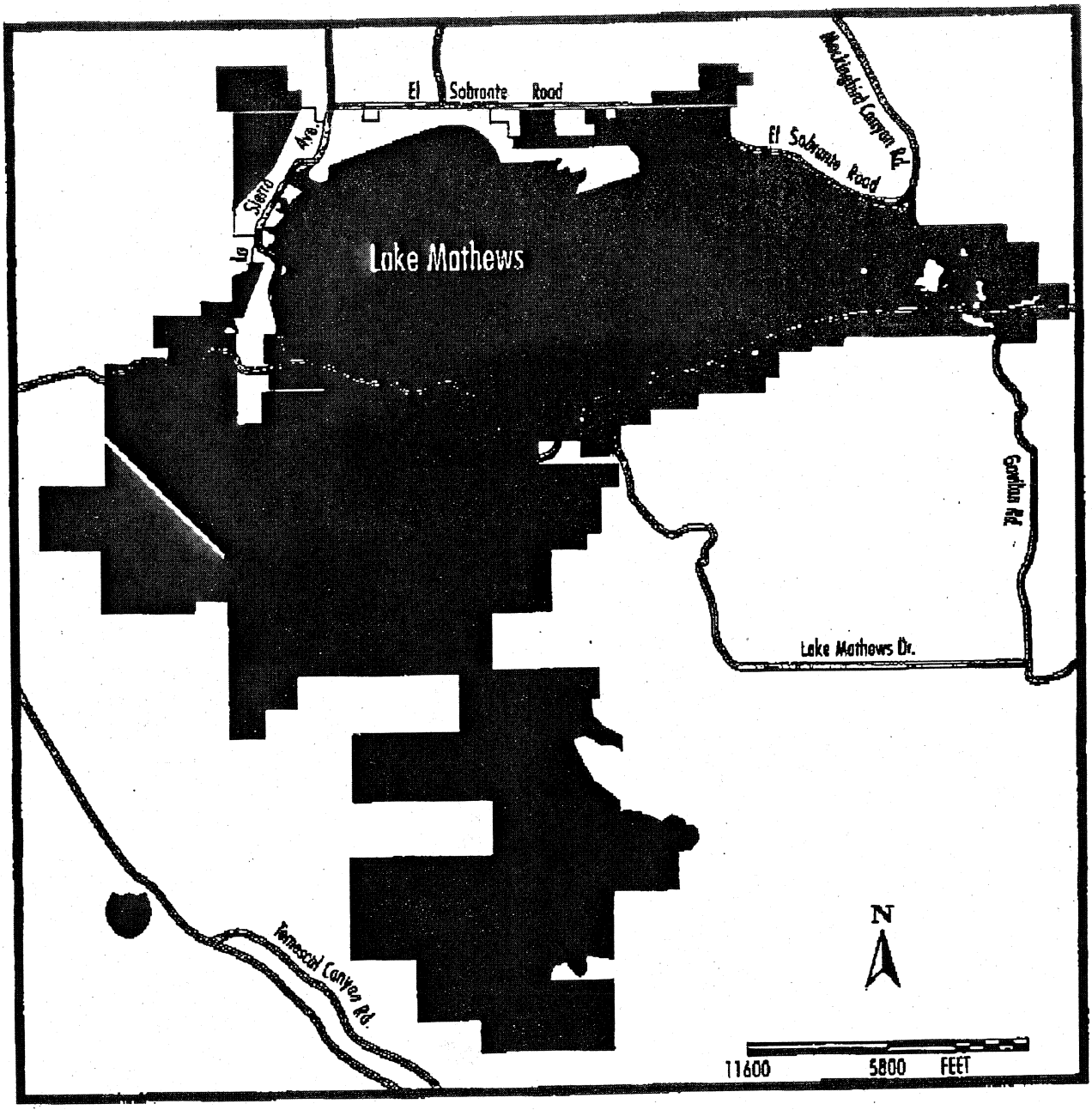
We appreciate the opportunity to provide input to your planning process and we look forward to continued coordination with the County of Riverside on this project. Mr. John Vrsalovich of Metropolitan's Facility Planning Team has been designated as Metropolitan's contact to coordinate with RCTC. Mr. Vrsalovich can be reached at (213) 217-6066.

Very truly yours,

Laura J. Simonek

Laura J. Simonek
Manager, Environmental Planning Team

JAH/rdl
(Public Folders/EPU/Letters/08-DEC-04B.doc – Cathy Bechtel)
Enclosure: Planning Guidelines



Land Under Negotiation for Conservation Easements

RCHCA

State Wildlife Conservation Board

MWD Ownership in Core Reserve

Private

BLM

Core Reserve Boundary

Roads/Highways

Riverside County Habitat Conservation Agency's Proposed Lake Mathews - Estelle Mountain Core Reserve Under Long-Term SKR HCP

Figure 2

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Source: Riverside County

MWD ENVIRONMENTAL PLN Fax:213-217-5620 Dec 20 2004 11:46 P.06

This page intentionally left blank

70132

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

Officers: President: Councilmember Ron Roberts, Temecula • First Vice President: Supervisor Hank Kuiper, Imperial County • Second Vice President: Mayor Toni Young, Port Hueneme • Immediate Past President: Councilmember Bev Perry, Brea

Imperial County: Hank Kuiper, Imperial County • Jo Shields, Brawley

Los Angeles County: Yvonne Brathwaite Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Jim Aldinger, Manhattan Beach • Harry Baldwin, San Gabriel • Paul Bowlen, Cerritos • Tony Cardenas, Los Angeles • Margaret Clark, Rosemead • Gene Daniels, Paramount • Mike Dispenza, Palmdale • Judy Dunlap, Inglewood • Rae Gabelich, Long Beach • Eric Garcetti, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurulé, Cudahy • James Hahn, Los Angeles • Janice Hahn, Los Angeles • Isadore Hall, Compton • Tom LaBonge, Los Angeles • Martin Ludlow, Los Angeles • Keith McCarthy, Downey • Llewellyn Miller, Claremont • Cindy Miscikowski, Los Angeles • Paul Nowatka, Torrance • Pam O'Connor, Santa Monica • Alex Padilla, Los Angeles • Bernard Parks, Los Angeles • Jan Perry, Los Angeles • Beatrice Proo, Pico Rivera • Ed Reyes, Los Angeles • Greig Smith, Los Angeles• Dick Stanford, Azusa • Tom Sykes, Walnut • Paul Talbot, Alhambra • Sidney Tyler, Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Bob Yousefian, Glendale • Dennis Zine, Los Angeles

Orange County: Chris Norby, Orange County • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Bev Perry, Brea • Marilyn Poe, Los Alamitos • Tod Ridgeway, Newport Beach

Riverside County: Marion Ashley, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

Printed on Recycled Paper 559-9/07/04

December 10, 2004

RECEIVED
DEC 15 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

RE: **Comments on the Notice of Preparation for a Draft Environmental Impact Statement / Environmental Impact Report for the Mid County Parkway Corridor Project - SCAG No. I 20040781**

Dear Ms. Bechtel

Thank you for submitting the **Notice of Preparation for a Draft Environmental Impact Statement / Environmental Impact Report for the Mid County Parkway Corridor Project** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG has evaluated the **Notice of Preparation** and has determined that the proposed Project is regionally significant and directly relates to the policies and strategies in SCAG's Regional Comprehensive Plan and Guide (RCPG) and Regional Transportation Plan (RTP). The proposed Project involves the construction or expansion of freeways. The proposed Project is consistent with the 2004 RTP.

Policies of SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan, which may be applicable to your project, are outlined in the attachment. **We expect the Draft EIS/EIR to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your Draft EIS/EIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.**

Please provide a minimum of 45 days for SCAG to review the Draft EIS/EIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

B.1.9.2

COMMENTS ON THE PROPOSAL TO DEVELOP A DRAFT ENVIRONMENTAL IMPACT STATEMENT ENVIRONMENTAL IMPACT REPORT FOR THE MID COUNTY PARKWAY CORRIDOR PROJECT SCAG NO. I 20040781

PROJECT DESCRIPTION

The proposed Project considers a number of alternatives to provide for a transportation facility that will effectively and efficiently accommodate regional east-west movement of people and goods between and through San Jacinto, Perris, and Corona within western Riverside County.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide contains a number of policies that are particularly applicable to Mid County Parkway Corridor Project.

3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

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

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

3.18 *Encourage planned development in locations least likely to cause environmental impacts.*

3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.

3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

REGIONAL TRANSPORTATION PLAN

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

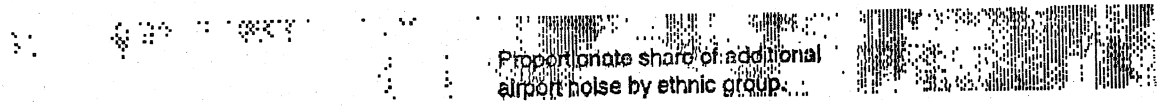
Regional Transportation Plan Goals

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment, improve air quality and promote energy efficiency.
- Encourage land use and growth patterns that complement our transportation investments.

Regional Transportation Plan Policies

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.

Performance Indicator	Performance Measures	Definition	Performance Outcome
Mobility	• Average Daily Speed	Speed-experienced by travelers regardless of mode.	10% Improvement
	• Average Daily Delay	Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	40% Improvement
Accessibility	• Percent PM peak work trips within 45 minutes of home • Distribution of work trip travel times		Auto 90% Transit 37% Auto 8% Improvement Transit 8% Improvement
Reliability	• Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
Safety	• Accident Rates	Measured in accidents per million vehicle miles by mode.	0.3% Improvement
Cost Effectiveness	• Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investments costs.	$3.08
Productivity	• Percent capability utilized during peak conditions	Transportation infrastructure capacity and services provided • Roadway Capacity - vehicles per hour per lane by type of facility • Transit Capacity – seating capacity utilized by mode.	20% Improvement at known bottlenecks N/A
Sustainability	• Total cost per capita to sustain current system performance	Focus in on overall performance, including infrastructure condition. Preservation measure is a sub-set of sustainability.	$20 per capita, primarily in preservation costs
Preservation	• Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current conditions
Environmental	• Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental Justice	• Expenditures by quintile and ethnicity • Benefit vs. burden by quintiles	Proportionate share of expenditures in the 2004 RTP by each quintile. Proportionate share of benefits to each quintile ethnicity	No disproportionate impact to any group or quintile



- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.

- RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.

- HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.

AIR QUALITY CHAPTER CORE ACTIONS

The **Air Quality Chapter** core actions related to the proposed project includes:

5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

CONCLUSIONS

1. Since the refinement of eight project alternatives and the selection of a locally preferred strategy is included in the environmental review phase of the proposed project, SCAG requests the project sponsor to review and discuss this phase of the project with the Regionally Significant Transportation Investment Peer Review Group (RSTIS). The discussion should include: the work plan and schedule, the analytical screening methodology, use of performance indicators, public involvement process and the process by which the LPA is selected. To assist the project sponsor, RSTIS will meet in January, March, May, July, September and November

in 2005 to provide the discussion forum as described in the adopted 2004 Regional Transportation Plan. At the conclusion of the EIS/EIR phase, SCAG will proffer a Letter of Completion as documentation to the federal funding agencies that the planning process leading up to the selection of the LPA is complete.

2. All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated ***Regional Transportation Planning Agency,*** and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan,*** pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency.***

SCAG is responsible for preparation of the ***Regional Housing Needs Assessment,*** pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

This page intentionally left blank

COUNTY

This page intentionally left blank

70190

County of Orange
Planning & Development Services Department

BRYAN G. SPEEGLE
DIRECTOR

300 N. FLOWER ST.
SANTA ANA, CALIFORNIA

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

NCL 04-056

December 15, 2004

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street,
P.O. Box 12008
Riverside, CA 92502-2208

SUBJECT: NOP for the Mid-County Parkway Corridor Project

Dear Ms. Bechtel:

Thank you for the opportunity to respond to the above referenced project. The County of Orange has reviewed the Notice of Preparation (NOP) and has no comment at this time. However, we would appreciate being informed of any further developments.

If you have any questions, please contact Charlotte Harryman at (714) 834-2522.

Sincerely,

Ronald L. Tippets, Chief
Public Projects

RECEIVED
DEC 20 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

B.1.9.2.1

This page intentionally left blank

70188

County of Riverside

RIVERSIDE OFFICE:
4080 Lemon Street, 5th Floor
P.O. Box 1527
Riverside, CA 92502-1527
(951) 955-1010
Fax (951) 955-1019

David P. Stahovich
Maria Broos
Robert Caliva
Sandra Isom

SUPERVISOR BOB BUSTER
FIRST DISTRICT

LAKE ELSINORE OFFICE:
333 West Limited Avenue
Lake Elsinore, CA 92530
(951) 245-3330
(951) 245-3315

Wendy Kolk

December 20, 2004

RECEIVED
DEC 20 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Subject: Notice of Preparation for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project

Cathy,

Dear Ms. Bechtel:

I am pleased to provide comments on this project that is of great importance to my constituents and all of Riverside County. The segment of the Mid-County Parkway extending between I-15 and I-215 includes the communities of Mead Valley, Woodcrest, Lake Mathews, and Temescal Valley, which are all within the 1st Supervisorial District.

There is widespread recognition in these communities of the need to improve Cajalco Expressway in order to provide a facility that can adequately and safely move traffic. I believe that RCTC's efforts need to focus on a phased solution that is buildable in the short-term, while preserving right-of-way for the long-term circulation needs. In order to achieve that, I urge you to focus on clearing a project as part of the environmental document that is buildable given funding constraints, that minimizes community opposition, and that is sensitive to and achieves a balance with environmental constraints.

It is my understanding that the preliminary traffic projections being developed for this project may support an expressway-type facility, rather than a freeway corridor. I therefore request that the following issues be identified and analyzed as part of this study effort:

1. Cajalco Expressway should be studied as a four-lane facility (two westbound lanes and two eastbound lanes) between the I-15 and the I-215.
2. The primary alignment should follow, roughly, the current alignment within this area.
3. The project should avoid encroaching on the north side of Lake Mathews.

B.1.9.2.1

4. Major horizontal and vertical alignment modifications along Cajalco should be considered only westerly of La Sierra Avenue as this will improve public safety.
5. The four-lane configuration of Cajalco should study the need for intersection improvements such as signalization, turning pockets and acceleration/deceleration lanes to improve public safety and protect local circulation.
6. The inclusion of multi-purpose trails should be studied.
7. Improvements to the I-15 freeway, such as adding additional travel lanes, must be considered with this project.
8. Improvements to the I-215 freeway, such as adding additional travel lanes, must be considered with this project.
9. Interchange improvements to the I-15/SR 91 interchange must be considered with this project.

I look forward to working closely with the Commission on identifying a phased approach that constructs the safety and mobility improvements that are urgently needed, while still planning for our future needs.

Sincerely,

Bob Buster

Bob Buster
Supervisor, 1st District

WARREN D. WILLIAMS
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
951.788.9965 FAX

69988 CB, GQ

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

November 29, 2004

RECEIVED
DEC 01 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Ms. Cathy Bechtel
Riverside County
Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Dear Ms. Bechtel:

Re: Notice of Preparation of a Draft Environmental Impact Report for the Mid County Parkway Corridor Project

This letter is written in response to the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Mid County Parkway Corridor Project. The proposed project consists of the construction of a roadway from Interstate 15 on the west to State Route 79 on the east. The roadway will extend through the cities of Corona, Perris, and San Jacinto within western Riverside County, California.

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

1. An applicable National Pollutant Discharge Elimination System (NPDES) Construction Activity General Permit from either the State Water Resources Control Board (SWRCB) or the California Regional Water Quality Control Board (RWQCB) – Santa Ana Region will be required for construction of the proposed project. In general, projects disturbing 1 or more acres (or less than 1 acre if part of a larger common plan of development) are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ) issued by the SWRCB. However, portions of the proposed project are located within the San Jacinto Watershed and may be required to obtain coverage under the Watershed-Wide Waste Discharge Requirements for Storm Water Discharges in the San Jacinto Watershed (Order No. 01-34) issued by the RWQCB. More information regarding these permits may be obtained on the SWRCB website at www.swrcb.ca.gov.

2. Existing District facilities are located within the proposed project area and may be impacted. Any work that involves District right of way, easements or facilities will require an encroachment permit from the District. The construction of facilities within road right of way that may impact District storm drains should also be coordinated with us. To obtain further information on encroachment permits or existing facilities, contact Ed Lotz of the District's Encroachment Permit Section at 951.955.1266.

B.1.9.2.1

3. The proposed project is located within the District's Lake Mathews, Mead Valley, Perris Valley, San Jacinto River and Lakeview Nuevo Master Drainage Plans (MDPs). When fully implemented, these MDP facilities will provide flood protection to relieve those areas within the plan of the most serious flooding problems and will provide adequate drainage outlets. An exhibit outlining the MDP proposed facilities, and possible impacts on these facilities, should be included in the DEIR. The District's MDP facility maps can be viewed online at www.floodcontrol.co.riverside.ca.us/mdp.asp. To obtain further information on the MDPs and the proposed District facilities, contact Art Diaz of the District's Planning Section at 951.955.1345.

4. The Santa Ana Region, Regional Water Quality Control Board has issued a Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (R8-2002-0011) to the Cities and unincorporated County area within the Santa Ana Watershed. This permit requires the Permittees to develop a Water Quality Management Plan (WQMP) for new development by January 1, 2005. This plan will require most new development and redevelopment projects to implement site, source and treatment control best management practices (BMPs) to minimize the discharge of pollutants in stormwater and to prevent non-stormwater discharges to the MS4. A draft copy of the WQMP is available at http://www.swrcb.ca.gov/rwqcb8/html/rc_permittee_submittals.html. Please note that projects not submitted to the City or County Planning Department by January 1, 2005 will be subject to the new WQMP requirements.

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report. Please forward any subsequent environmental documents regarding the project to my attention at this office. Any further questions concerning this letter may be referred to Jason Swenson at 951.955.8082 or me at 951.955.1233.

Very truly yours,

TERESA TUNG
Senior Civil Engineer

c: TLMA
Attn: Greg Neal
Ed Lotz
Art Diaz

JS:mcv
PC\91668

70223 CB, GQ

Riverside County Habitat Conservation Agency

A Joint Powers Authority

December 20, 2004

RECEIVED
DEC 27 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

RCHCA Board of Directors

City of Corona
Eugene Montanez

City of Hemet
Robin Reeser Lowe
Chairperson

City of Lake Elsinore
Bob Schiffner

City of Moreno Valley
William H. Batey II

City of Murrieta
Kelly Seyarto

City of Perris
Mark Yarbrough
Vice-Chair

City of Riverside
Ed Adkison

County of Riverside
Supervisor Bob Buster

City of Temecula
Steve Brown

Executive Director
Carolyn Syms Luna

General Counsel
Karin Watts-Bazan
Deputy County Counsel

Dear Ms. Bechtel:

Subject: Notice of Preparation for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project

Thank you for providing the RCHCA with the opportunity to review and comment on the Notice of Preparation for the Mid County Parkway EIS/EIR. The following items constitute our comments at this time:

1. Construction of the routes depicted in Alternatives 2-6 may result in varying degrees of impact to the Lake Mathews Stephens' Kangaroo Rat (SKR) Reserve. Similarly, expansion of Cajalco Road south of Lake Perris may have the potential to affect the San Jacinto/Lake Perris SKR Reserve. The relative impacts to both reserves will need to be quantified and analyzed in the EIS/EIR. The resulting mitigation measures will need to be consistent with the SKR Habitat Conservation Plan (SKR HCP).

2. The SKR HCP provides for the construction of public facilities in core reserves (see attached excerpt from the SKR HCP). Such facilities can include, but are not limited to transportation improvements. Construction of these facilities will require the sponsoring agency to mitigate on a 1:1 basis for all SKR occupied habitat disturbed as a result of the project. The location of the replacement acreage is subject to approval by the U.S. Fish and Wildlife Service and the California Department of Fish and Game.

The RCHCA looks forward to discussing this matter with you further and commenting on the draft EIS/EIR when it is released for public review. If you have any questions concerning this matter, please contact me at 955-6892.

Sincerely,

Kristi Lovelady

Kristi Lovelady,
Administrative Manager

Attachment

xc: Robin Reeser Lowe, RCHCA Chairperson
Kelley Seyarto, RCHCA Vice Chairperson
Carolyn Syms-Luna, RCHCA Executive Director
Tony Carstens, TLMA Director
Ron Rempel, RCA General Manager
Karin Watts-Bazan, RCHCA Legal Counsel

4080 Lemon Street, 12th Floor * Riverside, California 92501 * (909) 955-6625
P. O. Box 1605 * Riverside, California 92502-1605 * FAX (909) 955-6879

B.1.9.2.1

improvement to the property line of the parcel on which the improvement is located is less than the distance required to be cleared, the adjacent owner, lessee, or RCHCA member agency will be permitted to clear an area on his/her property sufficient to establish the required fire break.

Vacant Unimproved Property

For vacant unimproved property, owners or their lessees and RCHCA member agencies will be permitted to clear all flammable vegetation down to bare mineral soil using methods, including discing, to establish a fire break at the property line of up to 100 feet. Property owners or their lessees and RCHCA member agencies will be permitted to exceed this 100-foot width if such a fire break is deemed necessary by the local fire department to protect public safety and welfare.

Property owners or their lessees and the member agencies will not be required to perform SKR surveys or pay SKR mitigation fees as a condition precedent to performance of these fire protection activities. It is understood that the conservation provisions of this HCP will provide mitigation for incidental take of SKR resulting from these fire prevention activities.

In order to minimize potential impacts to SKR, any weed abatement notice or hazard reduction notice issued for property within an area known or believed to be occupied by SKR will recommend use of shallow discing (i.e., depths of five inches or less) when possible.

The above fire prevention activities are more fully described in a separate Cooperative Agreement recently executed among the USFWS, CDFG, and all eight member agencies of the RCHCA.

s. *Public Facility Improvements*

In order to carry out their responsibility to ensure the health, safety, and welfare of the general public, public agencies in the HCP area must maintain their ability to construct public facilities identified in General Plans, Transportation Improvement Plans, Capital Improvement Plans, and other adopted documents. Accordingly, under the terms of this HCP public agencies will be permitted to construct public facilities including, but not limited to, the following:

1. Construction of public roadways to their ultimate width as identified in adopted General Plans;

2. Construction of improvements identified in adopted local Transportation Improvement Programs;

3. Construction of cooperative projects undertaken between public agencies in the HCP area and other cities, counties, water districts, Caltrans, the U.S. Army Corps of Engineers, and any other federal and State agencies, and;

4. Construction of other public facilities and projects identified in adopted local General Plans or Capital Improvement Programs.

Construction of the above public facilities will be permitted in core reserves provided that the sponsoring agenc(y)(ies) mitigate on a 1:1 basis for all SKR occupied habitat disturbed as a result of the project. Specifically, for each acre of SKR occupied habitat disturbed in a core reserve, the sponsoring agency will acquire and permanently

dedicate to SKR conservation a replacement acre of SKR occupied habitat. The location of such replacement acreage will be subject to approval by USFWS and CDFG.

For purposes of this section, public facilities shall include all public improvements, public services, and community amenities.

t. Public Facility Operations and Maintenance Activities

As a final category of public safety and welfare measures, this HCP is intended to allow RCHCA member agencies, MWD and other water agencies, flood control districts, utility companies, and other public entities to conduct those activities necessary to operate and maintain public facilities located throughout the plan area. Such facilities include, but are not limited to: publicly maintained roads and their rights-of-way; flood control facilities; landfills and related operations; public buildings; schools; water storage, treatment, and transmission facilities; sewerage transmission and treatment facilities; reclaimed water storage and transmission facilities; public parks, and; utility pipelines and transmission lines.

This provision includes only public facilities located within the HCP area, and is intended to cover those activities necessary for their operation and maintenance. Such activities include, but are not limited to: grading and paving of public roadway surfaces and road shoulders; regular covering of landfills and appurtenant earth movement; clearance of flood control channels and operation of flood control facilities; regular upkeep of buildings and grounds; monitoring and repair of water storage, treatment, and transmission facilities, sewerage transmission and treatment facilities, reclaimed water storage and transmission facilities, gas and electric distribution lines and operations buildings.

Operation and maintenance of MWD facilities in the Lake Mathews and Lake Skinner core reserves are addressed in detail in the MWD/RCHCA Southwestern Riverside County MSHCP and Lake Mathews MSHCP. Within MWD lands contained in the core reserves, the terms and conditions of those MSHCP's will not be superseded by this HCP.

More detailed information concerning public facility operations and maintenance activities authorized under this HCP is presented in *Appendix F*.

u. Agricultural Operations

In general, dryland farming occurring in the HCP area has been shown not to be incompatible with SKR. The species is known to coexist with ongoing agricultural operations in several portions of the HCP area. Given that situation and the tremendous importance of agriculture to the economy of western Riverside County, this HCP intends to facilitate the continuation of farming in the plan area. Bona fide agricultural operations located in the HCP area will not be required to perform SKR biological surveys. Additionally, take of SKR occurring incidental to agricultural operations will be permitted under this HCP.

For the purposes of this HCP determinations of bona fide agricultural operations will be made by the Riverside County Agricultural Commissioner.

v. HCP Participation by Land Owners Outside of Plan Area

During the process of developing this HCP the RCHCA was requested to develop a procedure under which individuals in Riverside County who own land outside its

This page intentionally left blank

RECEIVED
DEC 20 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Riverside County
Waste Management Department

14310 Frederick St. Moreno Valley, CA 92553
Phone: (951) 486-3200

FAX NUMBERS:
(951) 486-3205 (Admin.)
(951) 486-3250 (Eng./Env./Planning)
(951) 486-3230 (Accounting)

FAX COVER SHEET

For Immediate Delivery

To: Cathy Beckstead

From: Sang Kay Lee

B.1.9.2.1

Total Number of Pages, Including Cover Sheet: 4

This page intentionally left blank

Riverside County
Waste Management Department
Hans W. Kernkamp, General Manager-Chief Engineer

December 17, 2004

Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P. O. Box 12008
Riverside, CA 92502 -2208

RE: Notice of Preparation (NOP) of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project

Dear Ms. Bechtel:

The Riverside County Waste Management Department (Department) has reviewed the above-mentioned NOP for the proposed project, which is a key east-west regional transportation corridor, generally following the alignments of Ramona Expressway, Cajalco Road, and El Sobrante Road and traversing 4 jurisdictions, namely, County of Riverside, City of Perris, City of San Jacinto, and City of Corona, to a connection with Interstate 15. The project area to be studied in the EIS/EIR is approximately 32 miles long and ranges from 1 to 4 miles in width. No solid waste facilities are found to be located within the study area of the project.

Implementation of the project will span years and involve clearing of farmlands and natural vegetation on vacant lands, demolition of buildings, existing road pavements and structures, and construction of miles of new road pavements and structures, and some bridges. Depending on the scale and pace of construction, project implementation could generate a substantial amount of green waste and construction and demolition (C&D) waste. Disposal of the project's waste may occur in any of the three County landfills in Western Riverside County, namely, Badlands Landfill, Lamb Canyon Landfill, and El Sobrante Landfill.

The potential solid waste impacts of the project are two fold. First, the project may produce a significant amount of green waste and C&D waste that require disposal at County landfills. If a huge amount of the heavy C&D waste is brought to a County landfill for disposed, it could cause the landfill to either exceed its permitted daily capacity, thus resulting in a violation of State regulations, or shut down before closing time, thus resulting in forced rejection of waste from other generators that would have otherwise been disposed of at that landfill.

Second, if project implementation, thus green waste and C&D waste generation, were to occur within a jurisdiction for an extended period of time, disposal of a substantial amount of these waste types could significantly increase the volume of its disposal wastestream, thus, adversely affect the jurisdiction's ability to comply with the AB 939 waste diversion mandate of 50% for that calendar year.

14310 Frederick Street • Moreno Valley, CA 92553 • (951) 486-3200 • Fax (951) 486-3205 • Fax (951) 486-3230
www.rivcowm.org
printed on recycled paper

The EIS/EIR should provide a detailed discussion as to how the project could impact the disposal capacity and daily operation of Riverside County landfills in the project area, as well as the above-mentioned four jurisdictions' ability to comply with AB 939, as a result of the project's waste generation capacity and disposal of the its waste. The EIS/EIR should recommend and demonstrate the appropriate mitigation measures for all identified significant impacts of the project.

During project implementation, there will be road closures, detours, pavement re-striping, and/or roadway realignments, etc. These activities will inevitably cause traffic congestion on local roads around the project construction areas. The Department is concerned that the waste hauling traffic to the Lamb Canyon Landfill, El Sobrante Landfill, Moreno Valley Transfer Station (17700 Indian St, Moreno Valley), and Perris Transfer Station (1706 Goetz Road, Perris) could be adversely affected by these ancillary activities of the project. The EIS/EIR should evaluate this project impact potential and recommend the appropriate mitigation for any identified impacts.

The following information can be useful in the analysis of solid waste impacts of the project:

> El Sobrante Landfill: The landfill is owned by USA Waste/Waste Management, Inc. (WMI). The existing landfill encompasses over 1000 acres, of which 645 acres are permitted for landfilling. The landfill is currently permitted to receive 10,000 tons of refuse per day (tpd), of which 4,000 tpd is reserved for refuse generated within Riverside County. It has a total capacity of approximately 109 million tons or 184.93 million cubic yards, of which approximately 48 million tons are reserved for in-Countywaste. As of January 1, 2004, the landfill had a remaining in-County disposal capacity of approximately 40.6 million tons. In the first 9 months of 2004, the El Sobrante Landfill accepted a total of approximately 1.756 million tons of waste, approximately 725,494 tons of which were generated within Riverside County. The daily average for in-County waste was 3,113 tons.[1] The landfill is expected to have a remaining life of approximately 25 - 30 years.
>
> Lamb Canyon Landfill: The landfill is owned and operated by Riverside County. It encompasses approximately 1,088 acres, of which 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive 3,000 tons per day of trash for disposal and has a remaining disposal capacity of approximately 13,096,686 tons, as of January 1, 2004.[2] In the first 9 months of 2004, the landfill received a total tonnage of 176,184, averaging 660 tons a day.[1] The current remaining disposal capacity is estimated to last until approximately 2023. However, landfill expansion potential exists at the Lamb Canyon Landfill site.

---

[1] On 11/30/04, the Edom Hill Landfill in the Coachella Valley was closed to the public. Solid waste from the Coachella Valley (approximately 1500 to 2650 tons per day) will be transferred from the Edom Hill Transfer Station and the Coachella Valley Transfer Station to the Badlands and Lamb Canyon Landfills in western Riverside County, with 400 tons per day from the Edom Hill Transfer Station transferred to the El Sobrante Landfill. The daily disposal tonnage at these landfills will increase proportionately.

[2] Remaining Capacity on 1/1/04 was based on capacity projection figures in the Joint Technical Document, Amendment No. 6 and In-County tonnage from SiteInfo (obtained on March 16, 2004)

Badlands Landfill: The landfill property is owned and operated by Riverside County and encompasses 1,168.3 acres, of which 150 acres are permitted for landfilling and another 70 acres are permitted for excavation and stockpiling cover material and other ancillary activities. The landfill is currently permitted to receive 4,000 tons per day and has an overall remaining disposal capacity of approximately 10,499,288 tons, as of June 30, 2004.[3] In the first 9 months of 2004, the landfill received a total of 394,624 tons of trash for disposal and an average of 1,694 tons per day.[1] The Badlands Landfill is projected to reach capacity between 2015 and 2016. However, landfill expansion potential exists at the Badlands Landfill site.

The project proponent is encouraged to consider incorporating the following measures to help reduce the solid waste impacts of the project:

- Green waste generated by the project from clearing farmlands and natural vegetation on vacant lands should be kept separate from other waste and directed to local wood grinding and/or composting operations.

- Use mulch and/or compost in the establishment and maintenance of landscape areas. Also, consider adopting xeriscaping for all landscaping areas of the project, which favors the use of drought tolerant and low maintenance vegetation over the conventional green vegetation.

- Construction and demolition waste should be reduced and/or diverted from landfill disposal by directing the materials to recycling facilities.

Thank you for the opportunity to review and comment on the Notice of Preparation. We would appreciate a copy of the DEIR for review and comment, when it is available. Please call me at (951)486-3283 if you have any questions regarding the above comments.

Sincerely,

Sung Key Ma
Planner IV

[3] Remaining Capacity on 6/30/04 was calculated from latest flight (11/14/03) and In-County tonnage data.

This page intentionally left blank

CITY/LOCAL AGENCIES

This page intentionally left blank

70185

PW-147-04

OFFICE OF: PUBLIC WORKS DEPARTMENT

815 WEST SIXTH STREET, P.O. BOX 940, CORONA, CALIFORNIA 92878-0940

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

(951) 736-2236
(951) 736-2496 (FAX)
amadq@ci.corona.ca.us

December 16, 2004

RECEIVED
DEC 20 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
PO Box 12008
Riverside, CA 92502-2208

Subject: Notice of Preparation for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project

Thank you for the opportunity to comment on the subject Notice of Preparation (NOP) for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project. We have reviewed the NOP package and offer the following comments and concerns:

1. The project's impacts upon the already severely congested SR-91 Freeway, the I-15/SR-91 Interchange, the increasingly congested I-15 corridor both north and south of Corona, and adjacent Corona surface streets will need to be thoroughly analyzed in the Draft EIS/EIR. Mitigation measures to improve capacity to SR-91, the I-15/SR-91 Interchange, and I-15 are essential for the implementation of the Mid County Parkway.
2. The Draft EIS/EIR needs to identify a strategy for the timely implementation of critical projects that will need to be completed before the Mid County Parkway is connected to I-15 such as:

    - Widening the Westbound and Eastbound SR-91 from Pierce Street in Riverside to SR-241 in Orange County by adding a fifth general purpose lane in each direction
    - Providing a collector distributor system on SR-91 for Westbound and Eastbound traffic at the I-15/SR-91 Interchange
    - Widening and improving the direct connector for Northbound I-15 to Eastbound SR-91
    - Widening the Northbound and Southbound I-15 from the Mid County Parkway to SR-91 by adding general purpose lanes in each direction
    - Providing the Green River Interchange replacement
    - Providing the SR-91/SR-71 Interchange with direct connectors
    - Providing an arterial corridor connecting SR-71 to I-15 along the Pine Avenue, Schleisman Avenue, and Arlington Avenue roadways

3. The Draft EIS/EIR needs to address future capacity needs for 2030 relative to a new corridor to Orange County. In other words, assuming the Mid County Parkway is in place, what additional improvements are needed to support forecast travel demands in 2030 and what would the shift in traffic patterns be with and without a connection to Orange County. Also, when would those necessary improvements need to be in place?
4. The Draft EIS/EIR should include an analysis on impacts to and mitigation for the local street circulation system in the vicinity of Temescal Canyon Road, Eagle Glen Parkway, Bedford Canyon Road and local access to I-15.
5. The Draft EIS/EIR needs to include an implementation or funding program describing how the Mid County Parkway improvements can be accomplished and the approximate phasing/timing of the improvements.

The City of Corona generally supports the future development of a major corridor in the Inland Empire that will help save travel time, relieve traffic congestion along the SR-91 Freeway, and provide for goods movement within the County. However, the City of Corona's support is based on two major concerns being resolved:

1. Prior to the Mid County Parkway being improved, the above mentioned mitigation measures are fully in place, and
2. A solution for Inter County Transportation has been developed, accepted, approved, and adopted.

Corona's major concern is that with the development of the Mid County Parkway, the CETAP Corridor to Orange County must be identified and a Locally Preferred Strategy for the new corridor to Orange County be accepted and approved by both Orange and Riverside Counties. Without the CETAP Corridor to Orange County, the City would be opposed to fully developing the Mid County Parkway. The City will never realize significant traffic congestion relief along SR-91 through Corona unless we have the development of a new corridor to Orange County in conjunction with the Mid County Parkway.

We are hopeful that the current Riverside County to Orange County Major Investment Study will be able to build consensus such that a Locally Preferred Strategy can be adopted to allow for the planning and implementation of a new CETAP Corridor between the two Counties. Only then will regional traffic pressure be reduced through the City of Corona.

Again, we thank you for the opportunity to provide our comments/concerns on the NOP. We are available to discuss any of the above at your convenience. Also, please note that I will be the primary contact for the NOP and the Draft EIS/EIR.

Sincerely,

Amad Qattan, P.E.
Public Works Director

c: Mayor Darrell Talbert
Council Members
Beth Groves, City Manager
Bradly L. Robbins, Assistant City Manager
Greg Irvine, Assistant City Manager
Peggy Temple, Planning Director

70250 CB, GQ, EH

CITY OF PERRIS

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200
TEL.: (951) 943-5003 FAX: (951) 943-8379

RECEIVED
DEC 27 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

December 21, 2004

Eric Haley, Executive Director
Riverside County Transportation Commission
4080 Lemon Street, Third Floor
PO Box 12008
Riverside CA, 92502-2208

MID-COUNTY PARKWAY CORRIDOR PROJECT – CITY COUNCIL RESOLUTION

Dear Mr. Haley:

On December 17, 2004, the City of Perris responded to RCTC's Notice of Preparation for the proposed Mid-County Parkway project. This response included reference to a previously approved City Council Resolution expressing the City's preference for the "North Perris Alignment."

Resolution No. 3333 is attached for your review. It indicates the City's desire to accommodate a Mid-County Parkway, and recognizes both the North and South Alignment alternatives. The Resolution indicates that the proposed South Alignment would create adverse impacts to existing and future development in Perris and would divide the community in a manner which could result in negative social effects. The Resolution expresses a strong preference for the Northern Alignment.

Thank you for considering the comments contained herein. If you have any questions or comments about the information contained herein, please call me at (951) 943-5003 ext. 272.

Sincerely,

Brad Eckhardt, Project Planner

Attachment: City of Perris, Resolution 3333

cc: Ms. Cathy Bechtel, Director of Transportation Planning and Policy Development
Riverside County Transportation Commission

Hector Apodaca, City Manager
Olivia Gutierrez, Community Development Director
Habib Motlagh, City Engineer

S:\Planning\\Mid County Parkway\Ltr C Bechtel - 12-21-04.doc

B.1.9.2.1

RESOLUTION NUMBER 3333

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESIGNATING THE NORTH PERRIS ALIGNMENT FOR THE MID-COUNTY PARKWAY AS THE LOCALLY PREFERRED ALIGNMENT

WHEREAS, the City Council of the City of Perris ("City") recognizes the need to accommodate the growing regional east-west movement of traffic between and through San Jacinto, Perris and Corona that is due in part to the substantial population and employment growth in western Riverside County; and

WHEREAS, the City acknowledges that the Riverside County Transportation Commission ("RCTC") has designated a study area for the proposed Mid-County Parkway, which encompasses an area north and south of the existing roadway known as Cajalco Road between I-15 and I-215 and Ramona Expressway east of I -215; and

WHEREAS, RCTC has proposed two alternate alignments of the Mid-County Parkway within the study areas referred to herein as the North and South Alignments; and

WHEREAS, the City has studied the North and South Alignments proposed by RCTC within the study area and the City boundaries; and

WHEREAS, the City finds that the South Alignment would create negative adverse impacts to existing and future development in the City of Perris, and would divide the community in a manner which could result in negative social and other impacts to the City; and

WHEREAS, the City believes that the North Alignment would not create the negative impacts that would result from the South Alignment, and further, that the North Alignment will improve circulation for North Perris industrial and commercial land uses and assist in the economic growth of the City; and

WHEREAS, the City finds that certain interchanges, crossings and drainage improvements will be necessary for the North Alignment of the Mid-County Parkway; and

WHEREAS, the City desires to formally notify the lead agency, RCTC, of the City's preference for the North Alignment, and to request RCTC to adopt the North Alignment in the project and environmental review process;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Perris as follows:

I hereby certify, under the penalty of perjury, that the above and foregoing is a true and correct copy of Resolution Number 3333, as adopted by the City Council of Perris, California, on the 9th day of November, 2004

By: _____

Section 1. The foregoing recitals are true and correct and are incorporated herein by reference.

Section 2. The City Council hereby designates the North Alignment for the Mid-County Parkway as the locally preferred alignment within the City limits. The City requests and encourages RCTC to adopt the North Alignment during the project and environmental review process.

Section 3. The City Council further finds and determines that the development of the Mid-County Parkway in the City will require the construction of related critical facilities, including, but not limited to, interchanges at Ramona Expressway and I-215, Perris Boulevard, and Evans Road; crossings at Indian and Redlands Boulevard; drainage improvements and bridges at the Perris Valley Channel; and a crossing over the proposed line E channel.

Section 4. The City Council hereby directs that all future development within the study area, including those projects currently in the review process, be conditioned to preserve sufficient right of way along the North Perris Alignment to accommodate the Mid-County Parkway.

ADOPTED, SIGNED and ***APPROVED*** this 9th day of November 2004.

Mayor, Daryl R. Busch

ATTEST:

City Clerk, Margaret Rey

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF PERRIS)

I, Margaret Rey, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number 3333 was duly and regularly adopted by the City Council of the City of Perris at a regular meeting held the 9th day of November, 2004, and that it was so adopted by the following vote:

AYES: Motte, Rogers, Yarbrough, Landers, Busch
NOES:
ABSENT:
ABSTAIN:

City Clerk, Margaret Rey

70235 CB, GQ

CITY OF PERRIS

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200
TEL.: (951) 943-5003 FAX: (951) 943-8379

RECEIVED
DEC 27 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

December 17, 2004

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, Third Floor
PO Box 12008
Riverside CA, 92502-2208

NOTICE OF PREPARATION FOR THE DRAFT EIS/EIR ON THE MID-COUNTY PARKWAY CORRIDOR PROJECT

Dear Ms. Bechtel:

Thank you for including the City of Perris as a Responsible Agency regarding the preparation of a joint Environmental Impact Statement/Environmental Impact Report for the Mid-County Parkway Corridor project. The City of Perris welcomes the addition of this important transportation facility in north Perris. Staff has reviewed your Notice of Preparation and respectfully submits the following comments:

1. **Previous Public Involvement.** Page 2 of the Notice of Preparation (third paragraph in the Background section) notes previous public involvement regarding adverse impacts to existing communities for the alternatives located north of Lake Mathews. However, this section does not convey similar public comment regarding alignment alternatives within the City of Perris.

   The City of Perris is on record as supporting the north alignment (Alternatives 2, 4 and 6, as identified in the NOP). The City has made this position clear at RCTC Board Meetings and Technical Advisory Committee Meetings. In November 2004, the City Council passed a Resolution in support of the north alignment. This resolution was intended to reduce any remaining uncertainty for local residents, government agencies, and the development community.

2. **San Jacinto River Plan.** The floodplain evaluation should consider future implementation of the San Jacinto River Plan. The River Plan is a collective endeavor between the Riverside County Flood Control District, City of Perris, and multiple land development companies with property located in the lower San Jacinto River floodplain (between Ramona Expressway and Railroad Canyon). The plan is intended to mitigate flood hazards associated with the Perris Valley Storm Drain and San Jacinto River floodplains, preserve or enhance the diverse biological resources of the corridor, and allow for responsible growth and development.

   Any proposed crossing of these waterways should recognize the provisions of this plan, and comply with its contents.

B.1.9.2.1

3. **Community Impacts.** This section appropriately devotes substantial attention to potential impacts on local communities. The City of Perris is particularly concerned with the potential of the southern alignment to physically divide a large resident population (approximately 3,750 new and developing single-family dwellings in the May Ranch, Villages of Avalon and New Horizons planned communities) from various City services such as shopping, recreation and education. In addition to dividing the community, it is our concern that the proposed southern alignment would negatively impact other existing residential and educational land uses along the planned corridor, eliminate an existing industrial park, adversely impact an existing retail center potentially inciting retail flight, and obstruct the flow of traffic in a north south direction.

4. **Impact to Local Streets.** Currently, vehicle trips within the City of Perris flow relatively unimpeded in a north-south direction between the Ramona Expressway and I-215. These facilities serve as existing edges that funnel traffic into specific crossings. The proposed northern alignment would reinforce these existing travel patterns without creating a new obstruction. The Southern alignment could create routing distortions within existing travel patterns, making it costly for the City to adjust roadways and other transportation systems to accommodate these trips. The City requests that a detailed study of impacts to local streets be included in the EIR/EIS.

5. **City of Perris General Plan 2030.** The City of Perris is nearing completion of a three year effort to update the City's General Plan. The public comment period for General Plan EIR has expired and public hearings are scheduled for February and March of 2005. As part of this effort, the City has created a Special Study Area Overlay along the proposed northern alignment which recognizes the future development of a Mid-County Parkway and the need to create flexible land use categories for the special circumstances afforded by parkway interchanges. It is intended that the large commercial/industrial parcels along the northern alignment would create highly marketable properties for premier tenants in search of increased exposure. By contrast, the interchanges along the planned southern alignment are approved for single-family homes at one location and developed with a mobile home park at another.

Thank you for the opportunity to comment on this important project. If you have any questions or comments about the information contained herein, please call me at (951) 943-5003 extension 272. Thanks again for your consideration of these comments.

Sincerely,

Brad Eckhardt, Project Planner

cc: Hector Apodaca, City Manager
Olivia Gutierrez, Community Development Director
Habib Motlagh, City Engineer

INTERESTED GROUPS

This page intentionally left blank

69967 XCB

CAHUILLA TRIBAL ENVIRONMENTAL OFFICE
P.O. Box 391741 Anza, CA 92539
Ph: (951) 763-2631 Fax: (951) 763-2632
Email: cahuillae1@aol.com

November 24, 2004

Ms. Cathy Bechtel
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Re: Environmental Impact Report for the Mid County Parkway Corridor Project.

Dear Ms. Cathy Bechtel:

The Cahuilla Band of Indians shows no record of there being any cultural resources in this project area. We have no knowledge of any historical significance in this particular location. We strongly encourage that you have on site cultural monitors during construction of your project. If you have any questions, please contact us at the Cahuilla Tribal Environmental Office at (951) 763-2631 or via email Cahuillae1@aol.com.

Thank you for your concern.

Sincerely,

Sarah Leash

Sarah Leash
Environmental Officer

RECEIVED
NOV 29 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

B.1.9.2.1

This page intentionally left blank

CENTER FOR BIOLOGICAL DIVERSITY

CALIFORNIA AND PACIFIC OFFICE

protecting and restoring natural ecosystems and imperiled species through science, education, policy, and environmental law

FACSIMILE TRANSMITTAL SHEET

TO: Cathy Bechtel

FROM: Monica Bond

COMPANY: Riverside County Transportation Commission

DATE: 12/15/2004

FAX NUMBER: (951) 787-7920

TOTAL NO. OF PAGES INCLUDING COVER: 5

PHONE NUMBER: (951) 787-7141

RE: **Notice of Preparation of an Environmental Impact Statement/Environmental Impact Report for the Mid-County Parkway Project**

☐ URGENT ☒ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

LSA
LSA ASSOCIATES, INC

DEC 17 2004

RECEIVED
IRVINE

Tucson • Phoenix • Silver City • San Diego • Berkeley • Idyllwild
Monica Bond Staff Biologist
PO Box 493 • Idyllwild CA, 92549
PHONE: (909) 659-6053 x. 304 • FAX: (909) 659-2484
mbond@biologicaldiversity.org • http://www.biologicaldiversity.org

This page intentionally left blank

CENTER FOR BIOLOGICAL DIVERSITY

Protecting endangered species and wild places through science, policy, education, and environmental law

VIA FACSIMILE AND U.S. MAIL

December 15, 2004

Cathy Bechtel,
Director of Transportation Planning and Policy Development
Riverside County Transportation Commission
4080 Lemon St. 8th Floor
Riverside, CA 92502-2208
Ph: (951) 787-7141
Fax: (951) 787-7920
CBECHTEL@rctc.org

Fhay Dam
Federal Highway Administration
888 South Figueroa, Suite 1850
Los Angeles, CA 90017

Re: Notice of Preparation of an Environmental Impact Statement/Environmental Impact Report for the Mid-County Parkway Project

Dear Ms. Bechtel and Mr. Dam,

The Center for Biological Diversity ("the Center") is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 10,000 members throughout California and the United States, including in southern California. The Center submits the following comments on the Notice of Preparation ("NOP") of an Environmental Impact Statement and Environmental Impact Report ("EIS/EIR") for the Mid-County Parkway Project on behalf of our members, staff, and members of the public with an interest in protecting the native species and habitats of western Riverside County.

The Center is extremely concerned about Riverside County's plans to expand the existing Ramona Expressway and Cajalco Road into a six to ten-lane freeway. Of utmost concern is the location of the freeway through two endangered species preserves: Lake Mathews-Estelle Mountain and the Lake Perris-San Jacinto Wildlife Area, both Core Reserves under the Western Riverside MSHCP. A large freeway traversing through the Lake Mathews-Estelle Mountain Core Reserve and running adjacent to the Lake Perris-San Jacinto Wildlife Area Core Reserve would threaten important populations of Stephen's kangaroo rats, California gnatcatchers, and other federally and state protected species. We raised these concerns numerous times in our comments to the County on the MSHCP. These reserves were established as mitigation for take, and to compromise the biotic integrity of these reserves would violate the stipulations of prior plans.

The environmental impacts of the Mid-County Parkway Project will be severe. The major impacts include but are not limited to: direct and indirect impacts to native species and to adjacent biological reserves in the region; impacts to air quality; and the project's contribution to population growth in the region. Following are specific issues the Center believes must be addressed in the EIS/EIR under the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA").

National Environmental Policy Act

NEPA's fundamental purposes are to guarantee that: (1) agencies take a "hard look" at the environmental consequences of their actions before these actions occur; and (2) agencies make the relevant information available to the public so that it may also play a role in both the decision-making process and the implementation of that decision. *See*, e.g. 40 C.F.R. § 1500.1. To assure transparency and thoroughness, agencies also must "to the fullest extent possible...[e]ncourage and facilitate public involvement" in decision-making. 40 C.F.R. § 1500.2(d). The EIS must also "[r]igorously explore and objectively evaluate all reasonable alternatives" to a proposed action. 40 C.F.R. § 1502.14(a). Specifically, NEPA requires that the preparing agency "[r]igorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated...[and d]evote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits." 40 C.F.R. § 1502.14.

California Environmental Quality Act

An EIR is a detailed statement, prepared under CEQA, describing and analyzing the significant environmental effects of a project and discussing ways to mitigate or avoid those effects. 14 Cal Code regs § 15362. The purposes of an EIR are to provide decision-making bodies and the public with detailed information about the effect a proposed project is likely to have on the environment, to list ways in which the significant effects of a project might be minimized, and to indicate alternatives to the project. Pub. Res. Code § 21061. The following purposes have also been enumerated by California Courts: an EIR should provide disclosure of all relevant facts, should provide a balancing mechanism whereby decision makers and the public can weigh the costs and benefits of a project, should provide a means for public participation, should provide increased public awareness of environmental issues, should provide for agency accountability, and should provide substantive environmental protection.

A. The EIS/EIR Must Consider Direct and Cumulative Impacts to Threatened, Endangered, and Sensitive Species and Movement

The EIS/EIR must address the direct and cumulative impacts from both construction and operation of the proposed Mid-County Parkway Project to threatened, endangered, and sensitive species within the project site and in the surrounding areas (including ecological reserves). The EIS/EIR must fully disclose and analyze impacts to any listed, candidate, or sensitive species, and discuss alternatives and enforceable mitigation measures to avoid, reduce, and mitigate impacts to the species. The EIS/EIR must also fully disclose and analyze impacts to sensitive vegetation types including coastal sage scrub and woodlands.

The EIS/EIR must include an analysis of the direct impacts of lighting, roads, pollution, noise, and other edge effects from the enlarged road on biological resources within, adjacent to, and in the vicinity of the project site. The EIS/EIR must also analyze the effects of the project on wildlife movement between core reserves and other habitat areas. In addition, the EIR must include a detailed analysis of the cumulative impacts of this project together with other completed, current, and reasonably foreseeable development projects in the area, such as the Villages at Lakeview, Gavilan Hills, etc. If the direct and indirect impacts of the project on biological diversity cannot be reduced to less than significant, the Center urges the County to deny the project.

B. The EIS/EIR Must Consider Direct and Cumulative Impacts to Air Quality

Riverside County is a biological diversity hotspot, but the Riverside-San Bernardino County Region also suffers the most extreme adverse impacts of sprawl development of any region of the Country, as measured in a recent study by Smart Growth America. Vast numbers of species in our region are at risk of extinction or extirpation from development and other activities, including transportation corridors such as the Mid-County Parkway. The region (including the Los Angeles-Riverside-San Bernardino-Orange counties metropolitan area) also ranks the worst in ozone pollution in the nation, largely due to vehicle exhaust. Recent scientific studies have found that children in the Inland Empire suffer high rates of permanent lung damage from vehicle pollutants. These potentially significant impacts must be discussed in the EIS/EIR, and avoidance measures and mitigations be proposed to reduce this impact to less than significant. If this impact cannot be reduced to less than significant, the Center urges the County to deny this project.

C. The EIS/EIR Must Consider the Project's Growth-Inducing Impacts

The proposed project is located in a rural area that is of great importance to threatened, endangered, and sensitive plants and wildlife. The region already suffers from severe traffic and air quality problems. The project will contribute significantly to all these problems. The EIS/EIR must fully disclose and analyze the growth-inducing impacts of this project, and discuss alternatives and effective mitigation measures to avoid, reduce, and mitigate these impacts. This impact was not mentioned in the NOP for the project.

D. The EIR/EIS Must Objectively Analyze a Range of Feasible Alternatives

The NOP for the project outlines eight potential Project Alternatives. The DEIS/EIR must *objectively* analyze these alternatives, particularly the no-action alternative. NEPA stipulates that agencies "rigorously explore and objectively evaluate all reasonable alternatives" to the proposed project. NEPA documents must discuss alternatives to the proposed action and "provid[e] a clear basis for choice among options by the decisionmaker and the public." 40 C.F.R. 1502.14; see also 42 U.S.C. § 4332(2)(E); 40 C.F.R. 1507.2(d), 1508.9(b). The Council on Environmental Quality, which wrote the NEPA regulations, describes the alternatives requirement as the "heart" of the environmental impact statement. 40 C.F.R. 1502.14. The purpose of this requirement is to insist that no major federal project should be undertaken without intense consideration of other more ecologically sound courses of action, including no action. "The existence of a viable but unexamined alternative renders an environmental impact statement inadequate." *Alaska Wilderness Recreation & Tourism v. Morrison*, 67 F.3d 723, 729 (9th Cir. 1995).

Furthermore, an EIR is required to describe a range of reasonable alternatives to the project, which would feasibly attain most of its basic objectives but would avoid or substantially lessen its significant effects. Cal Code Regs § 15126.6(a). The County has a substantive duty to adopt feasible, environmentally superior alternatives. Pub. Res. Code § 21002, Cal Code Regs §§ 15002(a)(3), 15021(a)(2). A lead agency cannot abdicate this duty unless substantial evidence supports a finding that the alternative is infeasible. *See, e.g., Citizens of Goleta Valley v. Board of Supervisors* (1988) 197 Cal.App.3d 1167, 1181.

Thank you for the opportunity to submit comments on the DEIS/EIR for the Mid-County Parkway Project. Please do not hesitate to contact the Center with any questions, at (951) 961-7720. We look forward to reviewing any further environmental documentation on this project.

Sincerely,

Monica L. Bond

Monica L. Bond, M.S.
Staff Biologist
Center for Biological Diversity

70187

FRIENDS OF THE NORTHERN SAN JACINTO VALLEY
P.O. Box 9097
Moreno Valley, CA 92552-9097

20 December 2004

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd floor
P.O. Box 12008
Riverside CA 92502-2208

RECEIVED
DEC 20 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Mr. Tay Dam, Senior Transportation Engineer
Federal Highway Administration—Los Angeles Metro Office
888 South Figueroa, Suite 1850
Los Angeles CA 90017

Dear Ms. Bechtel and Mr. Dam:

Re: Notice of Preparation of an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) for the Mid County Parkway Project.

The following are comments, suggestions, or concerns the Friends of the Northern San Jacinto Valley have regarding the potential environmental impacts related to the *Notice of Preparation of an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) for the Mid County Parkway Project* (The Project).

As a way of introduction, the Friends have been working since 1991 to preserve and protect the northern San Jacinto Valley which is home to the 19,000 acre state-owned San Jacinto Wildlife Area (SJWA), seasonal wetland known as Mystic Lake, and the Potrero Creek Conservation Unit. The wildlife area is located on the southeast border of Moreno Valley, Riverside County, California between Moreno Valley and the city of San Jacinto.

The Friends would like to request that the Environmental Impact Statement and Environmental Impact Report for The Project be written in a clear, logical, well-organized format that the average person can understand.

COMMENTS:

DEFINE PARKWAY:
In order to adequately comment on The Project we need to have a clear description and definition of the term "parkway".
What are the characteristics of a parkway?
What is the difference between a parkway and a freeway?
Does a parkway include freeway style entrances and exits?
What future expansions to the parkway are planned?

AIR QUALITY:
As you know, Riverside County residents are now subject to some of the worst air in the world which not only causes the unnecessary death and disease of many thousands of people but also accelerates the demise of endangered species. The Draft EIS/EIR must address not only the increase in human mortality caused by the

B.1.9.2.1

cumulative and growth inducing impacts of a new freeway, but also the impacts to endangered species who are subject to rapidly increasing air pollution.

Air quality is not a significant impact for which a "finding of over riding consideration" can morally be made.

ALTERNATIVES:

The necessity for the project must be analyzed in conjunction with the "no project analysis". In light of the fact that many of our natural resources are at the point of exhaustion, new growth in Riverside County may have reached its end point. Therefore, each of these growth limiting factors must be analyzed in order to justify the practical reality of new growth and therefore the need for yet another new freeway.

First, as the minimum amount of land which is required under the MSHCP to preserve endangered species in Riverside County has already been identified, where is the land available to mitigate for the inevitable impacts to established preserves, such as the San Jacinto Wildlife Area, the Lake Mathews Reserve and other already established MSHCP lands?

Second, the impacts of global warming as they relate to endangered species and to water supply must be analyzed. If species are "blinking out" because of global warming, how can more habitats be destroyed by growth? If there is not enough affordable water for homes and businesses, how can a new freeway be needed or justified?

Third, the impacts of rapidly rising oil prices must be addressed. When, as is clearly documented and acknowledged (see www.peakoil.com) that oil and natural gas supplies will peak within this decade and fuel prices will become unaffordable, the Draft EIS/EIR must include analysis and discussion of: How will people afford the costs of fuel to go to work? How many jobs which depend on fossil fuel powered transportation (boats, planes, trucks) will there be? How can we justify destroying habitat to build a new freeway, new homes and new businesses when fuel costs will make them unaffordable?

The light rail/public transportation alternatives must be discussed and analyzed in the Draft EIS/EIR to accommodate future fuel shortages.

Fourth, since building a new freeway does not appear to be justified, the Draft EIS/EIR must discuss and analyze the simple alternative of widening the Ramona Expressway, Cajalco Road and El Sobrante Road to no more than four lanes of traffic with safe right and left turn lanes and other safety improvements. This alternative must be thoroughly addressed.

BIOLOGICAL RESOURCES:

Our primary biological concern regarding the Mid County Parkway Project is its potential to destroy the biological viability of the two existing wildlife conservation areas located within the transportation corridor study area. The state operated San Jacinto Wildlife Area is located immediately east of Lake Perris and the Lake Mathews Multi-Species Conservation Area was established on the public lands surrounding Lake Mathews. Both of these public land areas were recently included as "conserved lands" in the newly enacted Multiple Species Habitat Conservation Plan (MSHCP) approved by the County of Riverside, the U.S. Fish and Wildlife Service and the State of California (see attached article, "Species Plan Wins State, Federal OKs", The Press-Enterprise, June 23, 2004). We are requesting the U.S. Fish and Wildlife Service Biological Opinion prepared for this project pursuant to Section 7 of the federal Endangered Species Act be included in the Draft EIS/EIS for public review and inspection.

The project clearly has the potential to directly impact these important wildlife conservation lands. Perhaps more importantly, the indirect impacts of the project on the long term biological viability of these lands deserves a rigorous analysis and detailed mitigation planning. The impacts of future Parkway vehicle noise and lights, for example, will extend far into these wildlife conservation areas and severely impact the viability of these lands

for many of the 146 species included in the MSHCP. The Draft EIS/EIR therefore needs to provide specific mitigation measures to avoid or eliminate these indirect impacts. In that regard, we have included a recent article titled Degraded Darkness (Conservation in Practice, Vol. 5. No. 2/2004) which chronicles the potential for artificial night lights to undermine wildlife conservation efforts.

The Mid County Parkway will generate substantial stormwater pollution potentially impacting the San Jacinto River and Lake Mathews. Pursuant to the federal Clean Water Act, the project will require a National Pollutant Discharge Elimination System (NPDES) permit. Our concern is the Mid County Parkway will generate substantial water pollutants impacting the San Jacinto River floodplains on the San Jacinto Wildlife Area as well as Lake Mathews, severely degrading both these water bodies. The Water Quality Management Plan required as part of the NPDES permit therefore should be sufficiently detailed and included within the Draft EIS/EIR for public review and inspection.

We are also concerned the Mid County Parkway will require the elevation of the existing Ramona Expressway crossing at the San Jacinto River between Nuevo and Bernasconi Road. This will require the filling of the San Jacinto River floodplain, reducing flood storage capacity of the Mystic Lake ponding area (Riverside County Flood Control Plan) and consequently backing up future flood water on endangered species habitats previously reserved for the Stephens' Kangaroo Rat. The extent to which floodplain alteration will impact MSHCP species as a result of this project warrants a complete analysis. Endangered plant impacts are a particular concern and deserve appropriate consideration and a complete analysis.

The Federal Highway Act of 1968 provides the Secretary of Transportation may approve transportation projects requiring the use of publicly owned land only if:

1) There is no prudent and feasible alternative to using that lands; and
2) The project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge or historic site resulting from the use.

We are particularly concerned the project alternative analysis includes consideration of project alternatives which will require the taking of public lands at the San Jacinto Wildlife Area, including the wildlife area lands located in front of the Lake Perris Dam, as well as the public lands of the Lake Mathews Multiple Species Conservation Area. Alternative 3 (north of Lake Mathews and south of Perris) clearly provides a prudent and feasible alternative to using these publicly owned lands designated for wildlife conservation. The Draft EIS/EIR alternative analysis needs to demonstrate how the recently completed Riverside County Integrated Project (RCIP) effort to integrate transportation planning (CETAP) with long term wildlife conservation planning (MSHCP) will be brought to fruition. Alternative 3 will minimize impacts to both of the established wildlife conservation areas and therefore warrants meaningful consideration in the environmental document.

We are also concerned the Mid County Parkway will result in numerous cumulative impacts and will clearly be growth inducing. The cumulative impact analysis included in the Draft EIS/EIR needs to address the extent to which development projects that will follow the Parkway will impact both the San Jacinto Wildlife Area and the Lake Mathews MSHCP. The cumulative impact analysis needs to identify specific mitigation measures to be included in the project approval to avoid and/or minimize detrimental impacts to these established wildlife conservation areas.

We are particularly concerned regarding the three (3) proposed interchanges recommended on the southern boundary of the San Jacinto Wildlife Area in the Lakeview-Nuevo area. It is clearly foreseeable this number of interchanges will impact future land use immediately adjacent to the wildlife area. Moreover, we are concerned the Parkway design may engender the future construction of a north-south roadway through the San Jacinto Wildlife Area to connect Highway 60 to the new Mid County Parkway. The cumulative impact analysis needs to examine modification and/or elimination of these interchanges at this location to avoid foreseeable impacts to wildlife conservation, stormwater pollution and storage, and the loss of prime agricultural land.

COMMUNITY IMPACTS:

The impacts to all of the rural communities (such as Nuevo, Mead Valley which the new freeway will potentially divide in two) must be analyzed. It is clear that a new freeway is needed only because general plan/zoning changes are contemplated which are not yet known to the public. Therefore, a transparent analysis must be made of the land use changes which are contemplated by the County.

First, how many new houses will be served by this freeway? How many vehicles will those houses produce?

Second, how many new businesses will be served by this freeway? How many trucks will those businesses produce?

Third, how much land currently in MSHCP criteria areas will be destroyed or impacted by the growth produced by this new freeway?

Fourth, what future land use/zoning changes are planned by the County on lands adjacent to the proposed Project?

How will the project accelerate urbanization throughout the project area?
How will future urbanization affect the San Jacinto Wildlife Area and the management of the wildlife area?
How does The Project affect the jobs-to-housing balance in Riverside County?
How much housing will result from The Project?
How many jobs will result from The Project?
How many warehouses will result from The Project?
How much traffic in local communities will result from The Project?
How much diesel pollution will be produced as a result of The Project?

FLOODPLAIN EVALUATION:

The Draft EIS/EIR document needs to provide a complete and detailed analysis of the effects of developing a major transportation corridor in known floodplains.
How will locating the parkway/freeway in floodplains affect the cost, location, maintenance, liability costs, and rebuilding costs of The Project?
How many acres of wetlands will be destroyed due to The Project?
How will the loss of wetlands habitat (meeting the federal mandate of No Net Loss of wetlands) be mitigated?
What endangered plants and animals will be affected? What will be the mitigation for the loss of these endangered species?
What is the cost analysis of potential financial losses due to flooding? (Loss of homes, destruction of infrastructure, and damage to the parkway/freeway?)
What is the cost analysis to replace and/or repair The Project due to damage by flooding?
How does this project reflect the federal government's mandate to reduce urbanization in known floodplains?
How many natural springs and vernal pools will be destroyed by The Project?
What will be the mitigation for their loss?
How will wildlife be affected by the loss of these natural springs and natural waterways?
Will future homes built in floodplains require that homeowners purchase flood insurance? How much will it cost?
Is it cost effective to build a parkway/freeway in floodplains?

The Draft EIS/EIR needs to do a compete and detailed analysis of the potential for flooding where the San Jacinto River crosses the Ramona Expressway bordering the city of San Jacinto; it needs to provide a compete and detailed analysis of the potential for flooding where the San Jacinto River crosses the Ramona Expressway between Davis Road and the Bernasconi Hills. The document needs to incorporate and reflect the Department of Fish and Game's plans to complete the acquisition of Mystic Lake and its inclusion in the SJWA.
How will elevating the roadway affect the SJWA?

Will it flood the SJWA?
How does ACE/SAMP fit into the process?

GEOLOGY AND SOILS:
How will geology and soil types affect the location and construction costs of The Project? The Draft EIS/EIR needs to provide a complete and detailed analysis of the geology, geotechnical hazards and soil types.
How many acres of prime agricultural lands will be lost?
How will they be replaced?

We are attaching a copy of Dr. Michael A. McKibben's September 28, 2000, "Comments on draft Moreno Valley General Plan" to Mr. Jeff Specter, Associate Planner, City of Moreno Valley where he presents a detailed analysis of the geotechnical and hazard issues that need to be addressed in the San Jacinto Valley. We hereby incorporate his complete letter and its listed references as part of our comments.

HAZARDOUS WASTE:
What hazardous waste sites are located adjacent to or within the project sites?
Are there perchlorate sites that need to be remediated along the project?
Is MBTE found in groundwater and/or well water in the San Jacinto Valley and along the project site?
How will it be remediated?

LIGHT POLLUTION:
Light pollution annoys and aggravates certain species of animals. The Draft EIS/EIR needs to analyze and discuss stringent standards to regulate light levels throughout the length of the project, in particular where it shares boundaries with habitat conservation areas such as the San Jacinto Wildlife Area, Lake Mathews Conservation Area and other MSHCP lands.
We hereby incorporate references found at the International Dark-Sky Association, 3225 N. First Avenue, Tucson, AZ 85719 web site (http://www.darksky.org/infoshts/istopic.html#1.10) as part of our comments. In particular we recommend the sections on light ordinances from other municipalities, examples of "good lighting"; recommendations for lighting fixtures.
The Draft EIS/EIR needs to provide a complete and detailed analysis of how light pollution sources will be minimized throughout the project.

NOISE POLLUTION:
How will noise pollution affect homeowners, residents, and wildlife?
Will noise walls be built in communities?
What will be the acceptable noise levels?
Will noise walls be constructed along the SJWA boundary and the proposed Lewis Homes project called The Villages of Lakeview planned in the communities of Lakeview/Nuevo?
Will there be walls between the parkway and houses?
Will there be walls between the Lewis Homes project and the SJWA?
Our preferred route would align the parkway in such a manner that: All development (Lewis Homes and others) will be located south of the roadway. Appropriate additional mitigation lands would be donated/acquired and at the same time the development of an Agriculture/Conservation Area with conservation easements binding in perpetuity would be established. This would preserve an appropriate and compatible land use adjacent to the San Jacinto Wildlife Area and also preserve the integrity of the facility's wildlife habitat.

PUBLIC SERVICES AND UTILITIES:
The proposal to build the parkway/freeway will certainly result in increased urbanization and demands on public services and utilities.
Who will pay for schools and maintaining them?
What are the impacts to local school populations?

Who will pay for libraries? Who will pay for maintaining and expanding them as the population increases?
Who will pay for parks? Who will maintain them and pay for new parks as the population increases?
Who will pay for infrastructure (natural gas, electricity, water, flood control) improvements? The Draft EIS/EIR needs to provide a complete and detailed analysis of all local, state, and federal funding sources for infrastructure costs.
The Draft EIS/EIR needs to provide a complete and detailed analysis of all rate increases to utility users who are the ones who will ultimately subsidize the expansion of new infrastructure.
Who will fund and provide social services for the expanded population?
Who will fund after school and at risk children's services?

SECTION 4(f) RESOURCES:
Please see our discussion of this item within the "Biological Resources" Section.

TRANSPORTATION/TRAFFIC:
Since it is goes without saying that the "need" for the Mid County Parkway Project is to provide access for trucks traveling to and from the proposed March Air Cargo Port in Riverside from Orange County, the Port of Long Beach and other locations, and to accommodate the future growth of truck distribution centers, the Draft EIS/EIR needs to provide a complete and detailed analysis of diesel truck traffic levels between the all locales where trucks originate and the end-point of their routes.
The Draft EIS/EIR needs to provide a complete and detailed analysis of all traffic needs for all current, planned, and future housing developments.
How will light rail, commuter trains, buses and other alternate forms of transportation be constructed to meet the demands for workers traveling out of the county to well-paying jobs and/or traveling within the county to jobs?

VISUAL:
Will the parkway be "walled" on both sides?
Where will it be walled?
Will the communities/residents have input as to what areas are walled?
What kind of signage will be allowed?
What kind of codes will regulate signage?
What kind of billboards will be allowed?
Will clusters of oversized billboards be allowed along the parkway such as those found in Colton at the I-10 and I-215 interchange?
Who will approve the location of billboards, signs?
What kind of oversight will cities and the county be allowed in locating billboards/signs?
What kind of design guidelines will be included to preserve the wide range of community aesthetics?
Will native/drought tolerant landscaping be used?
What kind of design guidelines will be in place to preserve the natural drought tolerant landscaping?
What kind of design guidelines will be used to mandate that water resources are conserved for landscape designs?
What regulations will guide the placement of cell phone towers and other facilities that cause 'visual blight' along highways?

WATER RESOURCES:
The final project description must take into account how any road improvements will affect in any way the flow of the San Jacinto River. All impacts to the entire San Jacinto River watershed must be addressed in the Draft EIS/EIR. The San Jacinto River Watershed Council is preparing a San Jacinto River Watershed Management Plan which should be taken into account in the environmental review of any road construction within the watershed.

When the water quantity issues are addressed, the local water agency's report of availability also must include the water availability report of any and all sources of water (i.e. Metropolitan Water District) so that all

assumptions about future water availability can be analyzed by the public. These water quantity issues are important for the actual construction of the road and for the assumptions about future growth.

Water quantity issues are also important for determining whether a new freeway is in fact needed. If there is not enough affordable water to supply all the homes and businesses which are projected in the next 25 years, then there is no need for the freeway. This analysis must be done in order to justify the need for any of these alternatives.

SAFETY:

How will increased levels of traffic affect the safety of pedestrians, school children, and bicyclists?
What are the funding sources from all government entities to increase traffic patrols and maintain safe traffic speeds and safety on the proposed highway?
How will increased levels of traffic on the proposed project and all adjacent roads reduce the number of fatal accidents in the county?

COUNTY TRAILS SYSTEM, PEDESTRIAN TRAFFIC, BICYCLE PATHS, HORSE TRAILS:

How will The Project affect the use of existing pedestrian walkways, bicycle paths, and horse trails?
How will The Project affect the development of future pedestrian walkways, bicycle paths, and horse trails?
How will The Project affect the County Trails Plan?
Will over and undercrossings for pedestrians, bicycles, horse trails be include in the project plans?

WILDLIFE CORRIDORS:

What wildlife corridors will be affected by The Project?
What will be the mitigation for the loss of wildlife corridors?
How will the loss of wildlife corridors affect the viability of the Riverside County Multi-Species Habitat Conservation Plan?
Will The Project include wildlife overpasses and undercrossings?
Will wildlife studies/surveys be done to analyze what routes are used by wildlife to travel to habitat?
We hereby incorporate the following references and articles as part of our comments on The Project:
Wildlife Crossing Computer model: http://www.fhwa.dot.gov/environment/wildlifecrossings/computer.htm
Wildlife Crossing Toolkit: http://www.wildlifecrossings.info/beta2.htm
Attached is the following article "Animal Overpasses, Tunnels Offering Roadkill Remedy", National Geographic, May 12, 2004 featuring wildlife crossings in Southern California:
(http://news.nationalgeographic.com/news/2004/05/0512_animaloverpasses.html#main)

GILMAN SPRINGS ROAD:

How will The Project affect the development of Gilman Springs Road as a major transportation corridor?
How will Gilman Springs Road be expanded?
What geotechnical hazards need to be addressed if Gilman Springs Road is expanded?
How will the complex fault system, slow moving landslides known as creep, collapsible soils and subsidence affect the development, construction costs, and maintenance costs of expanding this road?
Approximately two thousand (2,000) acres of Mystic Lake are now owned by the Department of Fish and Game and are part of the San Jacinto Wildlife Area.
How will storm water effluent and urban runoff from an expanded Gilman Springs Road affect the water quality of Mystic Lake? What effect will storm water effluent and urban runoff have on the wildlife values of Mystic Lake and the San Jacinto Wildlife Area?
How will the expansion of Gilman Springs Road affect the existing wildlife corridors between the San Jacinto Wildlife Area and The Badlands?

How many wildlife over and/or undercrossing will be constructed to connect the SJWA with the Potrero Creek Conservation Unit of the SJWA?
How will the expansion of Gilman Springs Road affect the management of the San Jacinto Wildlife Area?
How will the expansion of Gilman Springs Road affect the Department of Fish and Game's plans to acquire properties that make up the eastern portion of Mystic Lake?
How will the expansion of Gilman Springs Road affect Riverside County's plans to complete wildlife corridors between the San Jacinto Wildlife Area and The Badlands as part of Riverside County's Multi-Species Habitat Conservation Plan?

FISCAL ANALYSIS:

The EIS/EIR document needs to provide a complete and detailed analysis of all costs that taxpayers will pay for developing this highway. The document needs to provide a complete and detailed analysis of: local, state, and federal funding sources; needs to discuss funding sources to maintain the highway.
The EIS/EIR document needs to include a complete and detailed discussion of the potential loss of Riverside County TUMF fees and how that loss will affect the funding of county roads. If developers and businesses building in Riverside County continue to circumvent the 'intent' of collecting TUMF fees, what effect will it have on future funding for roads?
We hereby incorporate into our comments the newspaper article "$1 Billion in Road Fees May Be Lost in Riverside County", North County Times, December 15, 2004 which discusses the loss of county TUMF fees (http://www.nctimes.com/articles/2004/11/21/news/californian/21_33_5111_20_04.txt)

ACCURATE REPRESENTATION OF THE SJWA AND MYSTIC LAKE:

All documents, maps, descriptions in the EIS/EIR document need to outline the up-to-date boundaries of the San Jacinto Wildlife Area, Mystic Lake, Potrero Creek Conservation Unit. (Attached are two maps outline current boundaries.)

Wherever the Lake Perris State Recreation Area is used as a landmark, the San Jacinto Wildlife Area, Mystic Lake and Potrero Creek Conservation Unit boundaries also need to be illustrated. To exclude them is misleading.

The document should reflect all current acquisitions at the San Jacinto Wildlife Area by the State of California as approved by the state Wildlife Conservation Board (WCB).

For information on all current acquisitions, contact: Mr. Tom Paulek, Area Manager, San Jacinto Wildlife Area, P.O. Box 1254, Lakeview, CA 92567; telephone: (951) 928-0580 and FAX (951) 928-1196.

IN CONCLUSION:

The San Jacinto Wildlife Area plays a unique, superior, and central role in Riverside County's Multi-Species Habitat Conservation Plan. It will be a cornerstone preserve in the county's MSHCP. Since 1984, the State of California (i.e. the taxpayers) has spent over $80 million of public funds to acquire sensitive wildlife habitat which makes up the San Jacinto Wildlife Area. As of 2004, the State has also acquired approximately 2,000 acres of Mystic Lake, 9,000 acres of Potrero Canyon and added these lands to the wildlife area. This investment has obviously appreciated in value in recent years.

We expect the Riverside County Board of Supervisors, Riverside County Transportation Agency, Riverside Conservation Agency, Federal Highway Administration, U.S. Fish and Wildlife, and the California Department of Fish and Game "to do right" by the San Jacinto Wildlife Area because of the public's long-time financial investment in this facility.

The San Jacinto Wildlife Area, Mystic Lake and the Potrero Creek Conservation Unit:

- The San Jacinto Wildlife Area was established as partial mitigation for the loss of wildlife habitat which occurred during the construction of the State Water Project (which brings water from northern California to southern California).
- Provides extremely valuable wildlife habitat for endangered animals and plants.
- Tens and thousands of waterfowl and shorebirds winter in the northern San Jacinto Valley.
- Is a known resting point and/or overwintering site for migrating birds traveling along the Pacific Flyway.
- The northern San Jacinto Valley is considered a **Significant Natural Area** by the California Department of Fish and Game.
- The San Jacinto Wildlife Area is a "cornerstone preserve" in Riverside County's Multi-Species Habitat Conservation Plan.

Please keep us informed of all actions taken, all public meetings, and all documents regarding the planning and funding of the proposed *Mid County Parkway Project*.

Thank you for considering our comments.

Sincerely,

Ann L. Turner McKibben

Ann L. Turner-McKibben, President
(951) 924-8150
e-mail: atmckibben@adelphia.net

Attachments:

Bowles, Jennifer, Eventov, Adam, 2004, Species Plan Wins State, Federal OKs; The Press-Enterprise, June 23, 2004.
Downey, Dave, 2004, $1 Billion in Road Fees May Be Lost in Riverside County; North County Times, December 15, 2004.
Harder, Ben, 2004, Degraded Darkness; Conservation in Practice, Vol. 5, No. 2, p. 21-27.
McKibben, Michael A., 2000, Comment on draft Moreno Valley General Plan; Personal Correspondence, September 28, 2000.
Walker, Cameron, 2004, Animal Overpasses, Tunnels Offering Roadkill Remedy; National Geographic News, May 12, 2004.
2004 Boundary Map of the San Jacinto Wildlife Area
2004 Boundary Map of the Potrero Creek Conservation Unit, San Jacinto Wildlife Area

This page intentionally left blank

Degraded Darkness

It's tempting to assume that artificial night light distresses only a few exquisitely sensitive species. But mounting evidence suggests that disappearing darkness undermines our best conservation efforts.

By Ben Harder

This page intentionally left blank

The implications are far reaching and could ultimately link light pollution to water quality.

ON A PAIR OF SWELTERING DAYS one recent July, Sharon Wise and her husband Bryant Buchanan rigged strands of white Christmas lights from tree to tree in the wilderness of Virginia. No nativity scene was in evidence, no plastic reindeer, and certainly no snow. Any neighbors the couple might have impressed with their early display of yuletide spirit were in distant Utica, New York, where both biologists live and teach.

But the redback salamanders (*Plethodon cinereus*) that hide all day beneath the leaf litter of Mountain Lake Biological Station certainly took note of the couple's efforts. When the researchers and three of their students switched on the lights at sunset one evening, the nocturnal salamanders responded with the amphibian equivalent of pulling the covers over their heads. They waited an hour longer than usual to get up for breakfast.

That delay concerns Wise. Under normal conditions, she knows, the salamanders emerge soon after nightfall and forage for just a few hours. But artificial illumination from buildings, road lights, and distant urban glow increasingly bathes organisms that, like Mountain Lake's redbacks, have adapted to live in the dark.

Does a later start for the salamanders mean fewer nightly meals and fewer calories? Does that cut into their fertility or increase their mortality? What does it mean for the insects that the salamanders eat and for the predators that, in turn, eat them? Wise doesn't yet have answers. Nor do other researchers studying the incipient field of artificial light ecology have a full grasp on parallel questions about a broad range of organisms and ecosystems.

Nevertheless, as these scientists begin to assemble an understanding of the ecological consequences of artificial light, they are recognizing numerous impacts. A few examples—sea turtles, for instance, and migratory birds—may be familiar. Most are not.

Many of the effects of artificial light may resonate up and down food chains, dragging whole ecosystems into imbalance. And by modifying the playing field on which nocturnal organisms develop, interact, and reproduce, artificial light may sculpt not only their individual

lives but also the biological evolution of their species. That, says Buchanan, "is the most overlooked of all of the potential ramifications of artificial light."

As scientists grapple with artificial light's effects, forward-thinking conservationists—and a handful of sympathetic developers and regulators—are working to integrate the infant discipline into their efforts to mitigate light's unnatural ecological impacts.

NATURAL DARKNESS, ONCE A GIVEN, HAS become an ecological resource of shrinking abundance. Everyone who has squinted into a street lamp or stared at lights visible through a window has experienced glare—light that strikes the eye directly rather than hitting the object it's intended to illuminate. Those who have also seen composite nighttime satellite photos of Earth recognize how effective humans have become at dispelling the dark. Thickly populated, industrialized regions of the globe appear so starkly illuminated in these images that it's easy, for example, to discern the intricate outlines of the Great Lakes. Italian astronomer Pierantonio Cinzano has compiled the first world atlas of night sky brightness with satellite data and models of light propagation. It reveals that one-tenth of the world population, approximately 40 percent of the U.S. population, and one-sixth of the European Union population live where nighttime brightness is too intense for the human eye to use night vision.

Not all light that goes up comes down, but a considerable amount of it does. Reflected off moisture and dust in the atmosphere, it creates a nighttime twilight known as sky glow. "I've been amazed at how far light will travel," says Chad Moore, a physical scientist with the National Park Service. Major cities can broadcast sky glow as far as 250 to 300 kilometers, perpetually illuminating a sector of the sky everywhere within that radius. "We've discovered a pollutant," Moore says, "and we've saturated our environment with it." When distant glow falls almost horizontally on hilly terrain, slopes that face the city can be bathed in light, whereas less-exposed hillsides retain nearly natural levels of darkness. That effectively fragments the habitat into areas that are more or less suitable for nocturnal species, depending solely on their orientation to the sky.

Based at Bryce Canyon National Park in Utah, Moore has set out to inventory the night sky in as many U.S. national parks as possible and to establish baseline data that the government can use to monitor artificial light, just as it tracks other pollutants. Using a research-grade digital camera and a wide-angle lens, Moore and his colleagues take 360-degree snapshots of the night sky from vantage points within the nation's natural treasures. So far, his team has surveyed about 20 national parks and monuments. At many of the sites, artificial illumination is comparable to at least the brightness of a crescent moon. That modest glow might not sound like much of a problem, but consider how little light it takes to produce biological effects. One lux, a unit of illumination, corresponds roughly to dim interior light or the halo of a street lamp. An unobscured full moon provides about 0.3 lux. In light measuring less than about 0.01 lux, says Utica College's Buchanan, "you

▼ A Wellesley College student works with a black plastic enclosure that blocks the transmission of artificial light at night. The enclosure hangs vertically in the water column.

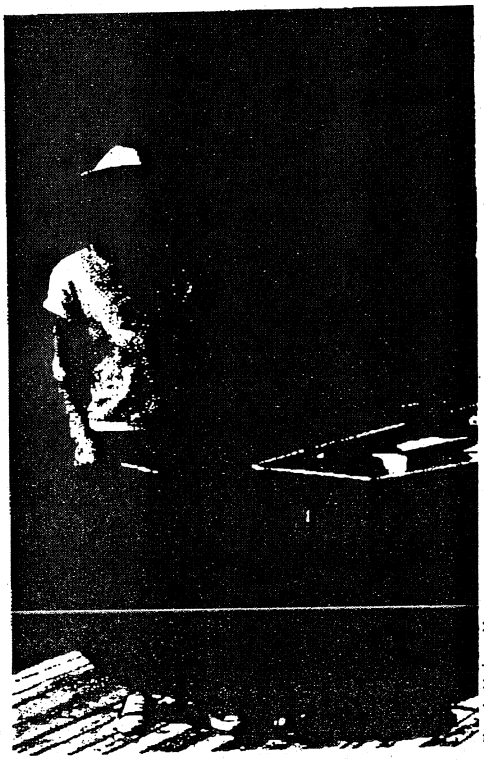
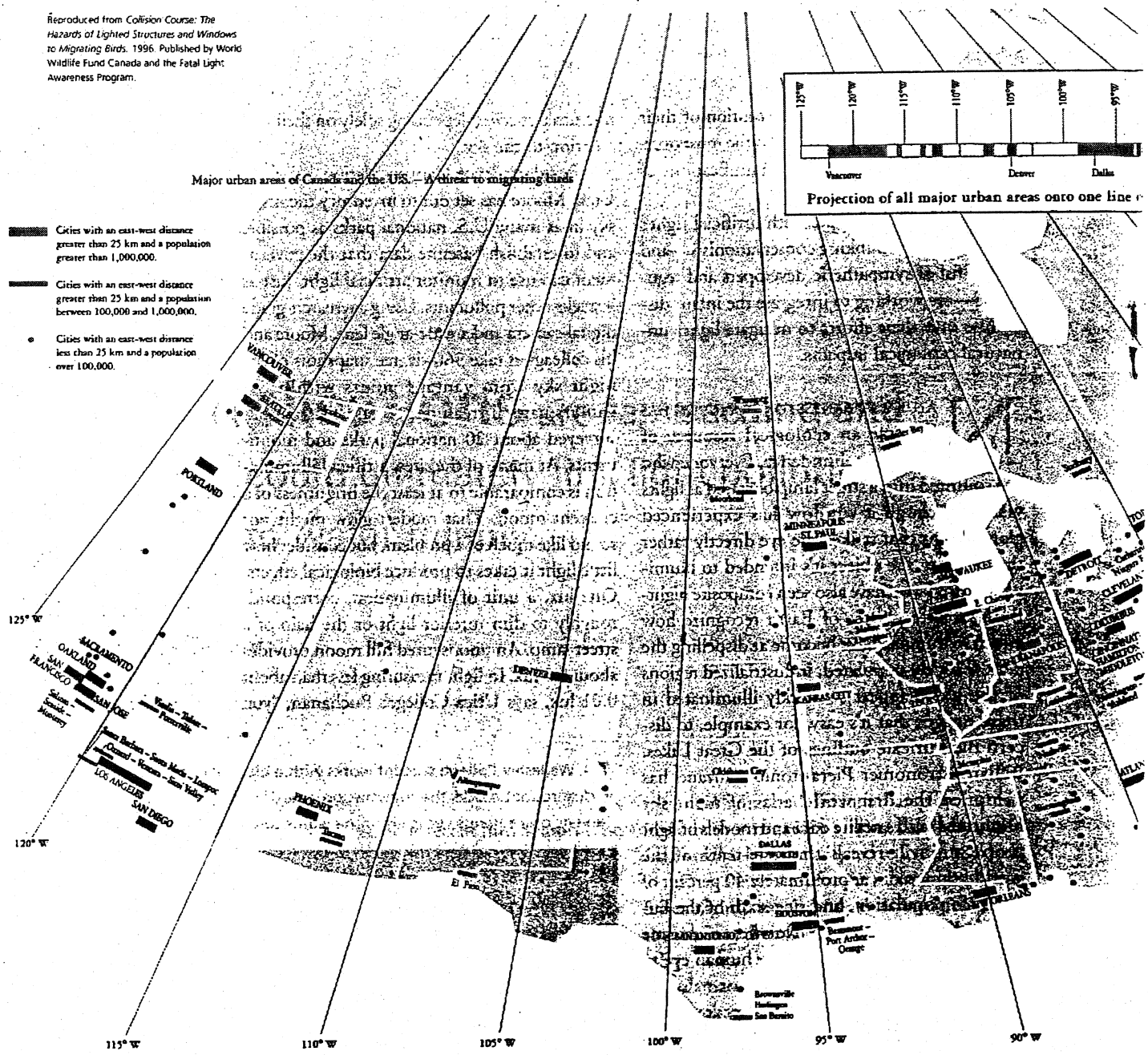


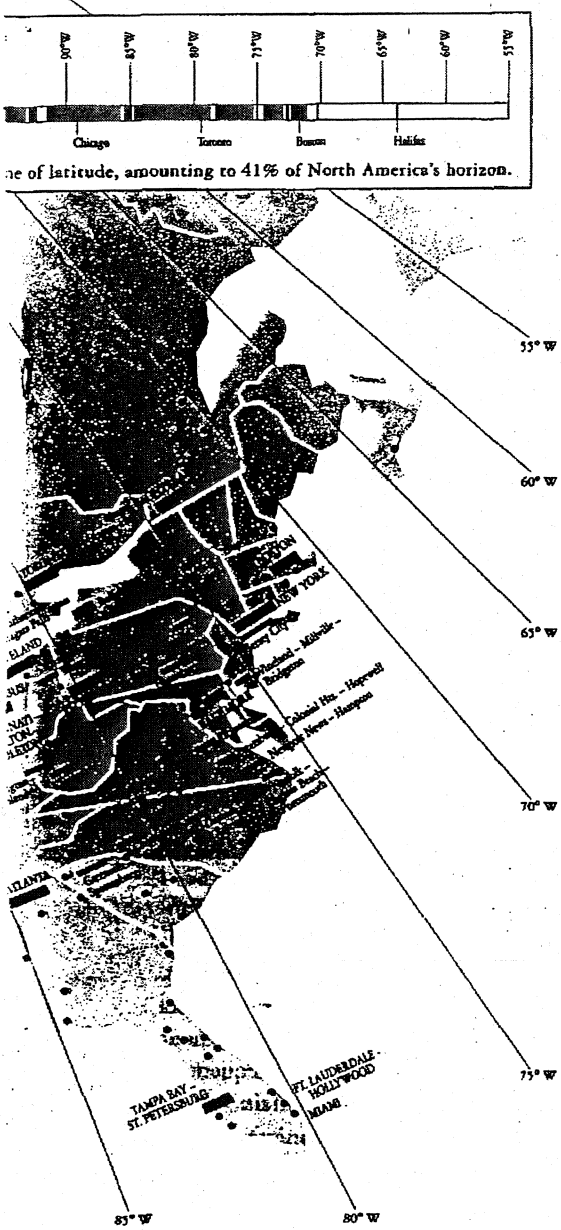
Photo by Marianne Moore



If the east-west width of each North American city with a population >100,000 is projected onto one line (a "horizon" from a bird's-eye view), then the aggregate width of these urban areas is equivalent to 41 percent of the total east-west width of North America.

can see objects, but you would have trouble writing. You might not be able to tell the difference between an M&M and a deer pellet." Squirrel tree frogs (*Hyla squirella*), by contrast, can see well enough to navigate and forage at 0.0001 lux or less, and they avoid activity when illumination exceeds 0.001 lux. Other frog species favor even darker conditions.

It's tempting to assume that artificial light distresses only a few exquisitely sensitive species. But mounting evidence suggests that the disappearance of darkness can affect plants and animals in a variety of ecosystems. Snake populations are declining in the vicinity of developing parts of California, for example. And intriguingly, it seems that not all the blame lies with familiar culprits like new roads and neighborhoods. Nocturnal snake species are thinning out more rapidly than diurnal snake species, even in areas where development isn't cutting directly into snake habitat. "There are certain areas in southern California," says biologist Robert Fisher of the U.S. Geological Survey, "that have what seems like suitable habitat for these nocturnal snakes. But they're not there, even though their diurnal counterparts are."



A FEW PIONEERING SCIENTISTS HAVE started down the long road toward understanding light pollution's ecosystem-scale ramifications. Late on a summer's night, you might spot Marianne Moore (no relation to Chad of the National Park Service) adrift in a rowboat on Boston's Jamaica Pond. Hours after the sun's last rays have faded, the Wellesley College limnologist and two of her colleagues put in and row out to the pond's middle. While one researcher holds a light sensor aloft, another toils beneath a black shroud to keep the glow of a laptop screen from fouling their data collection.

"Somebody told us we look like we're transporting illegal aliens," chuckles Moore. She and her team have occasionally had to placate suspicious police officers or explain themselves to locals who jog on the lighted paths ringing the shore. In truth, the cruises are part of their study of how much nocturnal light penetrates the water's surface at several lakes in New England.

Moore suspects that artificial illumination alters aquatic ecosystems from the smallest organisms on up. The implications are far reaching and could ultimately link light pollution to water quality. Minute zooplankton lurk well below the surface during the day to avoid predators, then rise to graze on algae at night. But artificial light discourages them from venturing toward the surface. "If their grazing is inhibited . . . effects will cascade up the food chain," Moore says. Algae populations could explode in response to reduced predation, and those blooms would deplete dissolved oxygen critical to fish, crowd out other photosynthesizers, and cast unwanted daytime shade on submerged aquatic vegetation that provides habitat for juvenile fish.

When Moore and her colleagues experimentally blocked light from filtering into the depths, they found that some small taxa of zooplankton ascended two to three meters more than the organisms did under typical unnaturally bright conditions. Moore expects even stronger effects among larger kinds of zooplankton, some of which are known to avoid levels of illumination comparable to bright starlight. The intensity of artificial light shining on Jamaica Pond is considerably brighter than starlight, she has found, even on cloudless nights. When clouds roll in and reflect Boston's glow downward onto the pond, light intensity can triple to almost two-thirds the luminosity of the full moon.

Moore has an idea for testing whether light pollution has steered evolution in Jamaica Pond during the century that it has been bathed in artificial light at night. Certain zooplankton lay eggs that settle to the bottom and can remain viable in a suspended state for decades, creating an "egg bank" that stores in the sediments the genetic traits of successive generations. Moore envisions digging up eggs, determining when

Artificial light may sculpt not only the lives of individual organisms but also the biological evolution of their species.

they were laid based on the age of adjacent sediment, hatching them, and then exposing the organisms to light to see whether their responses vary according to their age.

"Invertebrates evolve very quickly, so it's very reasonable to expect that they've responded to a history of artificial light," Moore says. By contrast, longer-lived organisms such as fish probably need more time to adapt. That inequality could add to stress on fish populations, she says.

If the science relating to light pollution's ecological impacts remains in its infancy, regulation to minimize its effects in sensitive areas has barely been conceived, says Sara Wan of the California Coastal Commission.

Nevertheless, perceived ecological threats from light pollution have helped stop a smattering of incautious development initiatives. In 1999 the commission rejected an application to add dazzling ornamental floodlighting on the Vincent Thomas Bridge in Los Angeles after hearing ecologists' objections. One of the gravest concerns was that powerful beams of light would disorient and fatally attract migratory birds, says Catherine Rich, a cofounder of The Urban Wildlands Group who presented to the commission scientific data against the project. The data did not make an absolutely airtight case, but they raised substantial cause for concern, says Wan, who holds advanced degrees in both biology and electrical engineering. Developers subsequently modified the proposed lighting design to reduce the light emissions. The final plan is ecologically so much more sound than the original proposal, Rich says, that her conservation think tank endorses it.

In Bangor, Maine, environmental activists successfully challenged a proposal to build a Wal-Mart Supercenter. In March 2003, the state's Board of Environmental Protection ruled that development of the site, including lights shining over the parking lot, would pose unacceptable risks to neighboring wetlands. In Seattle, critics of a proposal to construct lighted sports fields at Sand Point Magnuson Park have made the impacts on wildlife and the night sky central to their opposition. Light pollution from the fields would shine onto adjacent wetlands and lakeshore.

Most regulators, however, rarely hear conservationists object to development proposals on the basis of light pollution, Wan believes. Scientists and conservationists may not feel tempted to appear at public hearings without rock-solid cases, she says, but their frequent silence means some regulators remain wholly unaware of the issue.

On another front, Michael Mesure of the Toronto-based nonprofit, Fatal Light Awareness Program, has been leading a campaign against light pollution in Toronto since 1996. The first time Mesure witnessed the aftermath of the phenomenon known as "tower kill," he could hardly believe his eyes. Even before he climbed out of his car, he could see in downtown Toronto's pre-dawn gloom a bird carcass on the sidewalk. Others lay nearby. The migrating animals had been lured off course by lights on high-rise office buildings and had fatally collided with the structures.

On some mornings since that day in 1988, Mesure and an army of volunteers have identi-

For More Information

Miscellaneous papers on the ecological consequences of artificial night lighting can be downloaded from *www.urbanwildlands.org*

Pierantonio Cinzano's maps of night sky brightness can be seen at *http://dipastro.pd.astro.it/cinzano*

Head count: [illegible]

fied more than 1,000 birds that had perished in this way during the previous night. The Fatal Light Awareness Program targets tenants in downtown Toronto's high-rises, and it advocates the use of window shades or blinds and directed task lighting at workstations, as well as switching off lights in unused areas at night. Over the past five years, a 17-percent reduction in the amount of light escaping from those buildings has noticeably reduced the volume of nocturnal tower kill, Mesure says.

Even where steps have been taken to mitigate light pollution, organisms face the threat of ever-bigger, ever-brighter civilization. At the loggerhead turtle nesting grounds in Florida, says turtle researcher Michael Salmon of Florida Atlantic University, "the problem is fast becoming not the amount of light at the beach but rather sky glow from inland." Salmon argues that the growing threat to darkness must be attacked at its source—population centers. "Nothing covers that," he says, "except having a national policy that governs how lighting is used everywhere."

That idea might sound more farfetched than it is. The Czech Republic's parliament set an international precedent in 2002 when it passed the first national law to address light pollution, which requires shielding of public lights among other measures. At least 11 U.S. states and numerous towns and counties have also enacted laws or ordinances that regulate at least some aspects of light pollution.

That sort of sky change would be welcome elsewhere. In upstate New York, Bryant Buchanan is gathering data on nocturnal illumination in one of his favorite scientific stomping grounds, Utica Marsh. Near a brightly lit roadway that cuts through the wetland, he pauses and holds up a sensor to measure light from each of the cardinal directions. Then, in the columns and rows of his field notebook, he records the data. Even without a flashlight, he has no trouble writing. ❧

▲ Since 1993, Fatal Light Awareness Program volunteers have rescued over 25,000 birds, from 158 different species, that collided with Toronto's towers. This photo shows just a few of the birds that didn't make it. (*www.flap.org*)

Ben Harder covers the environment for *Science News* and has written in print or online for *National Geographic, Science,* and *U.S. News & World Report.*

THE PRESS-ENTERPRISE
Published by The Press-Enterprise Co., a subsidiary of

WEDNESDAY
JUNE 23, 2004

Species plan wins state, federal OKs

COUNTY: Local officials say the approval will let them move ahead on needed infrastructure.

BY JENNIFER BOWLES
AND ADAM EVENTOV
THE PRESS-ENTERPRISE

State and federal wildlife agencies on Tuesday approved Riverside County's landmark plan to protect endangered species while allowing development to occur amid the population boom in its fast-growing western half.

"Today is a good day," said Richard Lashbrook, director of the Riverside County Transportation and Land Management Agency. "These permits really allow us to move ahead."

County Supervisor John Tavaglione said the permits will cut in half the time needed for environmental review for new roads, homes, bridges and flood-control projects.

"With all our growth," he said, "we need to have an ability to build this infrastructure much quicker."

The plan calls for creating a 500,000-acre reserve system that would protect 146 species, from majestic bald eagles to delicate butterflies and tiny kangaroo rats. The county already has purchased about 370,000 acres and will need to buy the remaining land from willing sellers, leaving about 130,000 acres yet to be acquired.

The plan's total cost over 75 years is estimated at $2 billion and relies heavily on future state and federal funding. The county will pay about $1 billion, more than half of which will come developer fees, Lashbrook said.

Missing link

With wildlife reserves in place, the plan allows for species' habitats elsewhere to be destroyed to make way for development in a county where the population is expected to double to 3 million by 2025.

Permits for the county were

PLEASE SEE SPECIES, A4

SPECIES: Developers still want 'no surprises' element added

CONTINUED FROM A1

signed Tuesday by the California Department of Fish and Game and the U.S. Fish and Wildlife Service. The 75-year permit by the federal agency, however, doesn't include a key clause under the nation's Endangered Species Act that gives the county and developers assurances that further protections won't be needed.

A federal judge ruled the so-called "no surprises" clause was crafted illegally and ordered the wildlife agency to redo it with public input.

"If and when 'no surprises' is reauthorized or allowed, then we'd have the benefit of it under the plan," said Lashbrook, explaining the permit was worded in a way to allow that.

Developers, who will have to pay $1,650 per residential unit to help pay for the reserve management, said they were frustrated that the clause was not included. Environmentalists challenged the clause, saying it does little for species if they need further protection or if a new species is listed.

"Our only course was to go forward, accept the plan and then work feverishly to bring back the 'no surprises' assurances," said Borre Winkel, executive director of the Riverside County chapter of the Building Industry Association.

He said he's concerned that new species would be listed and new protections required as new projects are built.

"We're trying to balance the property owners' rights while protecting habitat."

Stephen Mandoki, city manager of Murrieta

Lashbrook said he doesn't think that will happen in the near future, but problems could occur down the road.

"All of us think 'no surprise' is really important to the long-term viability of the plan," he said.

Species diversity

The county's growth plan has been heralded as one of the nation's most ambitious because it looks at not only species protection, but also new homes and roads should be built.

"The (wildlife) component is one part of the most ambitious planning processes being undertaken in Southern California," said Jane Hendron, a spokeswoman for the U.S. Fish and Wildlife Service.

The plan covers 24 plants and animals protected under the U.S. Endangered Species Act, and 122 additional species that are in danger of becoming listed if they're not protected, Hendron said.

She said the Inland region has so many endangered and threatened species because of the diversity of elevation and habitat, from sage scrub to meadows to rivers and mountains.

"It runs the gamut of habitat types and supports an incredible diversity of species," she said.

City reaction

While the bulk of the protected habitat land is in unincorporated areas of Riverside County, most of the cities in western Riverside County have some acreage that is covered under the plan as future habitat or developable land.

Murrieta City Manager Stephen Mandoki said the plan should help developers because a mitigation plan will already be in place for a piece of property.

Without the plan, he said, a developer would have to buy land somewhere else to compensate for the habitat that is being built on. But under the county plan, that land will already be set aside.

"We're trying to balance the property owners' rights while protecting habitat," Mandoki said.

If the plan prohibits development on a piece of property, he said, the county has to pay fair market value for the land at the time of the proposed development.

The plan covers roughly 5,000 acres of Lake Elsinore, and Mayor Thomas Buckley said it creates open space in the city, which could attract a more upscale home buyer.

"The city is going to grow," Buckley said, "but it won't be a wall of stucco."

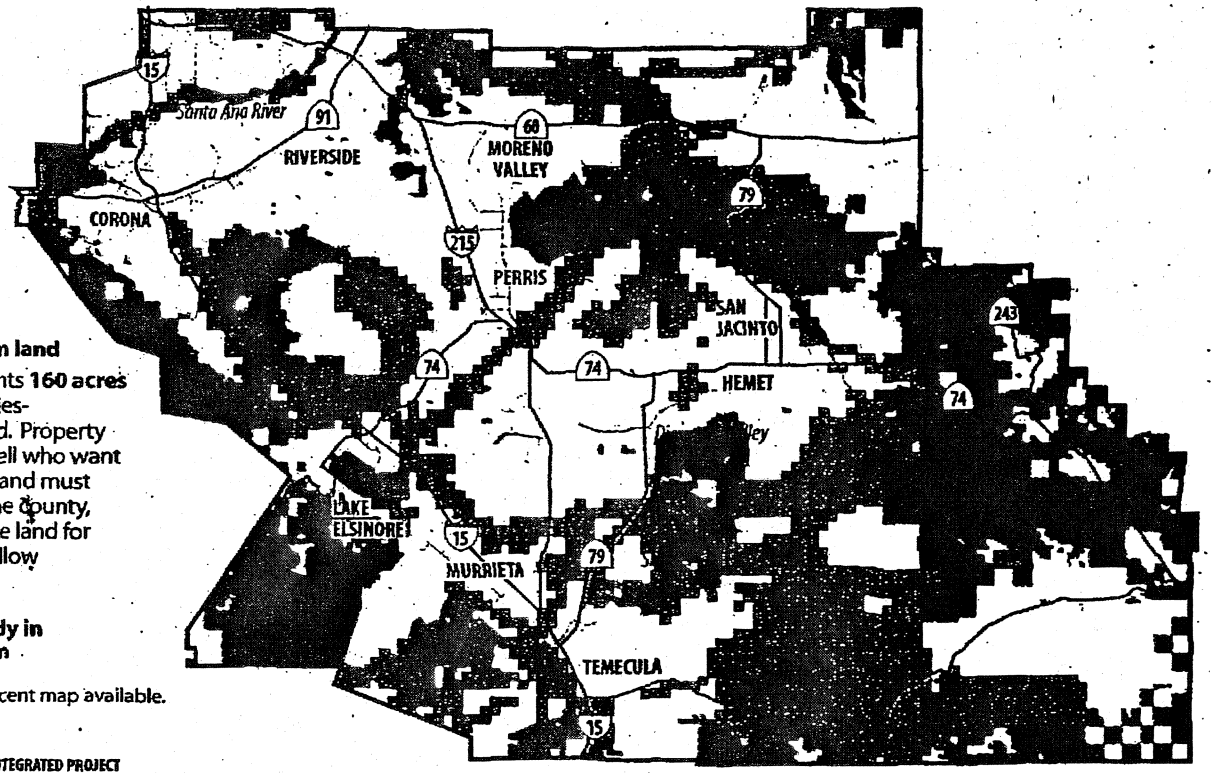
Reach Jennifer Bowles at (909) 368-9548 or jbowles@pe.com

Escape... With
TRAVEL & LEISURE
Sunday in
THE PRESS-ENTERPRISE
Inland Southern California's Newspaper

There's more than one way to look at an issue.
PERSPECTIVE
THE SUNDAY PRESS-ENTERPRISE
Inland Southern California's Newspaper
MKT6F—063004

Protecting species

Riverside County has identified 310,000 acres of private land as potential wildlife habitat to protect 146 plants and animals in its western half. The county has already acquired about 370,000 acres of publicly owned or protected land for a reserve system and is seeking 133,000 privately held acres.



Potential conservation land

Each cell represents **160 acres** of potential species-conservation land. Property owners in each cell who want to develop their land must negotiate with the county, which will buy the land for preservation or allow development.

Lands already in conservation

* This is the most recent map available.

SOURCE: RIVERSIDE COUNTY INTEGRATED PROJECT

THE PRESS-ENTERPRISE

NATIONALGEOGRAPHIC.COM

NATIONAL GEOGRAPHIC NEWS

Search news.nationalgeographic.com

Sign up for our free e-mail newsletter

Also see: Today's Top Stories

This Story
Animals & Nature

- Related Sites & Stories

- E-mail this story

Animal Overpasses, Tunnels Offering Roadkill Remedy

A black bear explores a natu overpass that straddles a Canada's Banff National Park In Across North America, "ecop bridges and tunnels built to h cross roads—are helping wildl automobile collisions and to re that has been bisecte

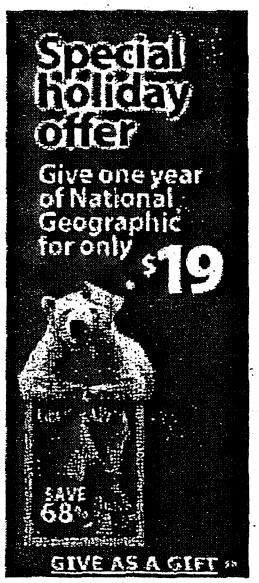
Photograph copyright Tom

Cameron Walker
For National Geographic News
May 12, 2004

It's one of the first rules learned in kindergarten: Hold hands and look both ways before crossing the street. But while stoplights and crosswalks can help people get safely to the other side, animals may need a bit more assistance.

Now special "ecopassages" are helping wildlife reach the other side of the road, giving them a better chance at finding food, meeting mates, and completing migrations.

Read the full story >>



More News
Adventure & Exploration
Archaeology & Paleontology
Kids News
Animals & Nature
Science & Technology
People & Culture
The Environment
Travel

National Geographic Channel

According to the Federal Highway Administration, millions of animals are killed each year on U.S. roads. Roadkill has knocked an endangered cat, the ocelot, down to about 80 individuals in the U.S. The number one predator of moose in Kenai Fjords National Park, Alaska, is the car.

Along with animals, approximately 200 people each year die as a result of car-wildlife collisions.

Scientists and highway planners are now working to help get wildlife *and* motorists to their destinations. From salamander tunnels in Massachusetts to cougar corridors in

southern California, the ecopassages that run under and above roads are allowing animals to cross roads and highways safely.

"These ecopassages can be extremely useful, so that wildlife can avoid human conflicts," said Jodi Hilty of the U.S.-based Wildlife Conservation Society. Animals that migrate can also use make use of these passages when busy roads interrupt the animals' routes, she said. Hilty has studied ecopassages in California's oak woodlands.

Perils of Isolation

For large animals with extensive home ranges, such as mountain lions, these wildlife corridors are essential to keeping the animals' territory large and their gene pools flowing.

"If a mountain lion population in even the largest of southern California's mountain ranges is isolated, it's a matter of a few decades before they disappear," said Paul Beier, a conservation ecologist at Northern Arizona University in Flagstaff.

Beier, who has studied southern California's mountain lions since 1988, has tracked the big cats with radio collars to see what their travels are like.

One of the lions he was watching, called M6, was exploring the south side of the Riverside Freeway east of Anaheim. Then, Beier found it on the other side of the freeway and found the mountain lion's tracks in both sides of the Coal Canyon tunnel under the freeway. "It was one of the most exciting days in my field research," Beier said.

As a result, the underpass has been decommissioned and restored to a more natural state, so that mountain lions and other animals can use it to get across the eight-lane highway. More recently, U.S. Geological Survey researchers have documented bobcats and coyotes using underpasses in the Riverside, California, area.

Now Beier and the South Coast Wildlands Project, an Idyllwild, California-based organization focused on keeping wilderness areas connected, have proposed 15 linkages of currently existing habitat in crowded southern California. The group is currently working on gaining protection for the lands and developing corridors that suit species from big cats to tiny voles.

Similar passages in Florida have been put in for the endangered panther. Along Alligator Alley—a stretch of interstate between Naples and Fort Lauderdale—36 tunnels have been installed. Also, a chain-link fence helps prevent animals from dashing across the highway.

Salamander Crossings

Big animals aren't the only ones in need of highway safety. One of the first ecopassage systems in the United States was a pair of amphibian tunnels created in Massachusetts in 1987.

These narrow tunnels allowed the endangered spotted salamanders to move to wetland breeding sites from upland habitat. Their route had been cut off by a two-lane road.

Other unique passages allow humans and wildlife to cross major freeways. In Florida's Marion County, Interstate 75 cuts right through a state-long swath of greenway that's habitat for bobcats, opossums, and armadillos. The area is also a prime recreation area for equestrians and hikers.

In 2000 the state built a 53-foot-wide (16-meter-wide) overpass bridging the six-lane highway. Lined with native oaks, pines, and saw palmettos, the overpass looks like an extension of the natural landscape.

A trail runs down the middle of the land bridge, so that people can use the crossing during the day. Wildlife generally take their turns at night.

Planners wanted to make both people and wildlife feel as if they were still in the greenway, Mariano Berrios said. Berrios was the project manager for the overpass for the Florida Department of Transportation.

Recently, Berrios received a surprise package in the mail: a photo of a bobcat taken by the overpass remote-sensing cameras.

"It's very good news, because we know they're finding the crossing," he said.

Canadian Corridors

One of the most extensive—and successful—ecopassage programs in North America may be in Canada's Banff National Park.

The Trans-Canada Highway, which may carry 25,000-plus vehicles each day during the busy summer, runs east and west through the national park's 2,564 square miles (6,640 square kilometers).

In the early 1980s there were about a hundred collisions between elk and vehicles each year, said Tony Clevenger, a wildlife biologist at Montana State University's Western Transportation Institute.

"It's the only national park in North America that has a major freeway running through it," he said. "Imagine the San Diego Freeway running through Yosemite."

Starting in the mid-1980s Parks Canada began installing 8-foot-high (2.4-meter-high) fences on both sides of the expanded highway. They then constructed 22 underpasses and two 1.5-million-Canadian-dollar, 164-foot-wide (50-meter-wide) overpasses for wildlife.

According to the park service, these changes resulted in a 96 percent decrease in mortality for the parks ungulates, or hooved animals.

Since 1996 Clevenger has been studying the wildlife that uses these passages. Using motion-sensing cameras and track pads (special areas that capture animal footprints), Clevenger and his crew watched to see if different species use different types of crossings.

Grizzly bears, elk, moose, wolves, and deer tended to cross on the overpasses, preferring these wide open-air structures.

But animals that spend most of their time in a forest environment, like black bears and cougars, headed to the darker, more constricted tunnels running beneath the highway. "They're used to having a lot of cover," Clevenger said.

Now Clevenger's work is being used to design a new wildlife-crossing project along an additional 19-mile (30-kilometer) stretch of highway. The project is scheduled to be completed within three years.

The grizzly bear population is so low that a few adult females killed on the road could really affect the species's numbers in the future. As a result, these passages can make a big difference for wildlife, Clevenger said. But animals should be given time to adapt to crossing on man-made structures, he added.

"The first year after construction [in Banff], only a black bear and a cougar used the passages, just one time each," Clevenger said. But now animals from elk to weasel-like martens are zipping above and below the road with greater ease—a total of more than 50,000 crossings in nearly eight years of research. One of Clevenger's research assistants was even caught on camera hiding behind a mound while a grizzly lumbered across the overpass and strolled safely away from the highway.

Editions of the North County Times Serving San Diego and Riverside Counties Wednesday, December 15, 2004 Contact U

NCTIMES.com NORTH COUNTY TIMES THE CALIFORNIAN Send News Photos Subscribe Webmail Homes Jobs

News Search Web Search Classified Search Advertising Circulation Reader Services Traffic Stocks

Home News Sports Business Opinion Entertainment Features Columnists Cor

Subscribe Classified Ads Letters Obituaries Place An Ad Send Feed

Print Page

Wednesday, December 15, 2004

Last modified Saturday, November 20, 2004 9:38 PM PST

$1 billion in road fees may be lost in Riverside County

By: DAVE DOWNEY - Staff Writer

When 14 cities and the county drew up an ambitious plan for a $3.2 billion backbone of regional roads meant to relieve mounting pressure on western Riverside County's freeways, they devised a developer fee to foot $2.5 billion of the projected cost.

However, the so-called Transportation Uniform Mitigation Fee is on track to raise just 60 percent of that amount, or $1.5 billion, according to a 148-page study delivered this month to the Western Riverside Council of Governments, which holds TUMF pursestrings.

That's partly because the Council of Governments' executive committee decided to gradually ratchet up fees for new offices, stores and manufacturing plants. But it is mostly because member agencies have waived, or plan to waive, TUMF fees for dozens of housing tracts in exchange for developers' promise to build roads.

The study, conducted by Newport Beach consulting firms David Taussig & Associates and The Concord Group, estimated that over the next two decades, as many as one-third of homebuilders will put in roads rather than pay the residential TUMF fee of $6,650 per house, siphoning $809 million from the program. The fee is paid at the time a building permit is taken out to clear way for construction.

Some area officials say there is no need to fret over the lost cash. They say developers are simply electing to build key transportation arteries that the cities and county would have to build eventually.

But other officials say they are gravely concerned because, in a number of cases, developers are pouring money into concrete that is not part of the regional road system which was designed to benefit every community in the western county. And they say the trend is particularly disturbing when set against the backdrop of an explosive growth spurt that is turning once-free-flowing freeways into miles-long parking lots.

"I think there's a major problem here," said county Supervisor Bob Buster, whose district straddles the Interstate 15 corridor. "What we've lost is the ability to improve the right roads at the right time."

Waiving fees

TUMF is one of two key local funding sources for transportation projects. The other is Measure A, a half-percent sales tax voters initially approved in 1988 and extended in November 2002. The programs have distinct purposes: TUMF is meant to build a grid of cross-county roads and Measure A is targeted at freeways.

Among Southwest County roads targeted for significant widening under TUMF are Scott, Newport, Winchester, Clinton Keith and Railroad Canyon.

According to the report, fees are being waived all over the western county, with some communities appearing to be more generous to developers than others. Some examples:

- Lake Elsinore is on track to exempt from TUMF nearly half, or 6,881, of 15,348 single-family homes either under construction or in the planning stages, as well as 927 of 1,322 apartments and condos.

- Murrieta is on pace to waive fees for 7,275 of 11,175 single-family homes under construction or planned.

- Temecula is expected to waive fees for virtually all of 2,575 single-family homes under construction or planned, as well as for 300 of 500 apartments.

- The county is expected to collect TUMF fees from all 32,167 single-family homes planned or under construction in the Menifee-Sun City area.

In other areas, Moreno Valley is not giving any breaks for the thousands of single-family homes and apartments being built in its city, according to the report, while Calimesa is waiving fees for 95 percent of homes going up there and Beaumont is canceling TUMF for 70 percent.

The city of Riverside reportedly has agreed to waive fees for just 10 of more than 2,000 single-family homes on the drawing board and for none of 783 planned condos and apartments.

Some waivers are as a result of developers wanting to build rather than pay. Others are a result of cities striking deals with developers before the July 2003 debut of TUMF. In still other cases, builders rushed in to obtain building permits before the fee was put in place.

Murrieta Councilman Kelly Seyarto said it is frustrating that so many houses are coming into his city without fee money, but it is largely because developer approvals and building permits pre-dated the program.

"There's really nothing you can do but watch and wish that someone would have thought of doing a TUMF fee program 15 years ago," said Seyarto, who represents that city on the Council of Governments.

Trouble down the road

But there is no question that waivers hurt the road system, he said.

"Every bit that somehow finds its way out of the TUMF program just makes it harder for us to build the road system that we all need," Seyarto said. "The bottom line is, the TUMF program is only as good as we are able to enforce it. If people are going to look for loopholes and ways to skirt the process, then we are going to have trouble down the road funding these projects."

Supervisor John Tavaglione said waivers are a major concern because "we know we have a finite amount of dollars to build these critical projects."

But Temecula Councilman Ron Roberts suggested TUMF is not in as dire shape as the report might suggest. He said in many cases developers are, in lieu of paying fees, constructing critical roads that are indeed part of the regional road system that the council of governments is working to build.

Roberts said that is the case in Temecula where the builder of Harveston, for example, is pumping millions into improving overtaxed Winchester Road.

"It balances out," Roberts said.

And Ruthanne Taylor Berger, deputy executive director of the Council of Governments, said the regional agency had always intended to mix TUMF dollars with federal and state grants to build the backbone of cross-county roads.

"Is there a gap? Yes," Taylor Berger said. "But it was never the intent that TUMF was going to be the end-all for building this network."

State funding is trickling in these days, in the wake of Sacramento's continuing fiscal crisis, and federal funding is on hold because of Congress' failure, to date, to reauthorize a national transportation program. But Taylor Berger said she is hopeful that federal and state dollars will flow again and that there will be plenty of cash to build all the roads.

Exceeding expectations

Taylor Berger said the cash flow from TUMF, to date, has actually exceeded early projections and reached $93 million in September, she said.

"We are in good shape," she said. "We're on track, if not better than that, because of the explosive growth in certain segments of the county."

Against the backdrop of housing waivers, the city of Riverside lobbied the council of governments' governing board this month to give yet another break —- to developers of office buildings.

Suggesting that office construction is critical if western Riverside County wants to become a strong job base and that the area is at a competitive disadvantage with neighboring San Bernardino County because of TUMF, Mayor Ron Loveridge asked the panel to put scheduled increases on hold.

Office fees are only assessed at one-third of the ultimate amount prescribed for the program. The fee is scheduled to reach the full amount by July 2006, after ratcheting up next summer.

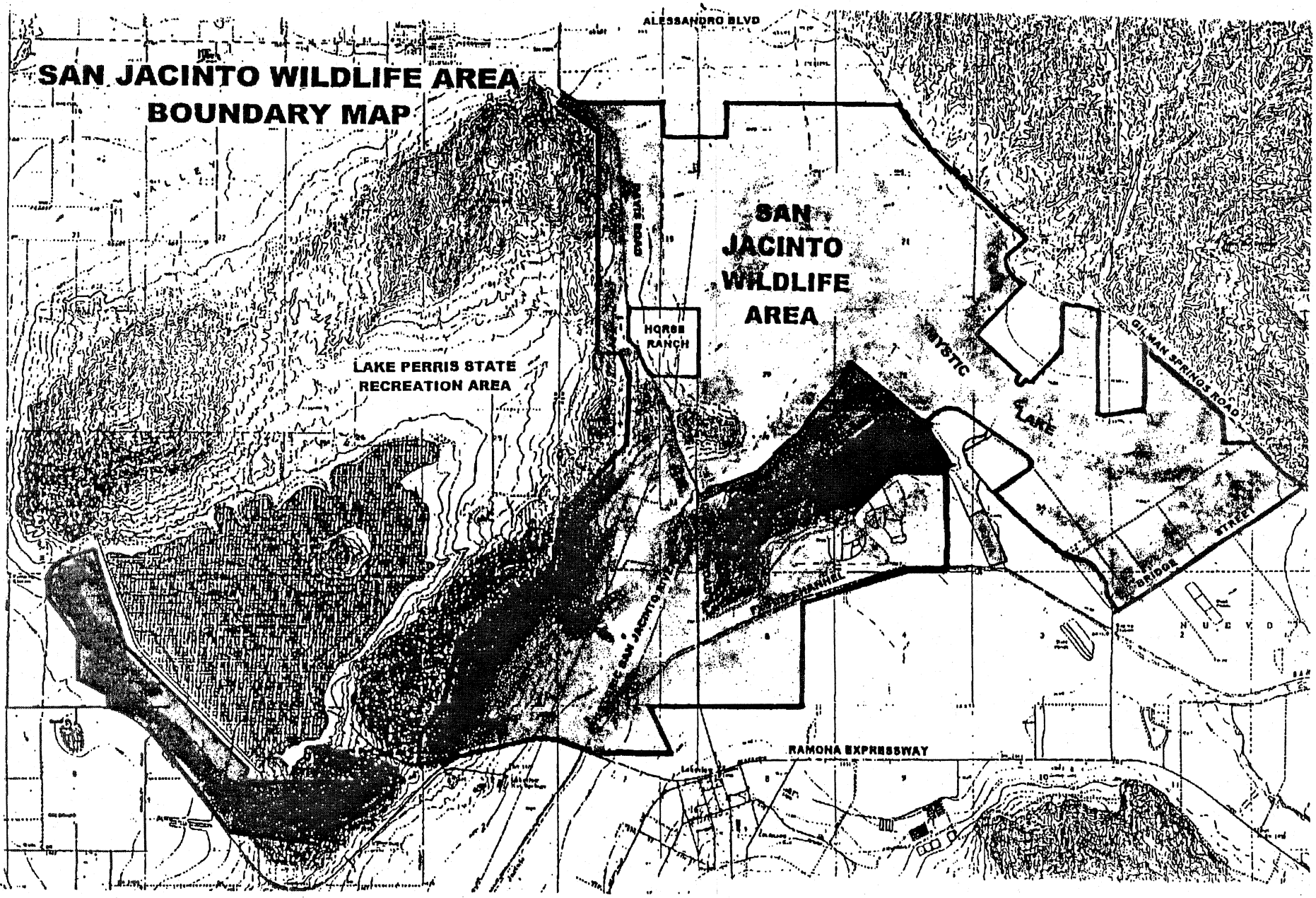
On Thursday, a Council of Governments committee recommended hiring San Bernardino economist John Husing, at a cost of $32,000, to evaluate the potential impact of those scheduled TUMF office fee increases on western Riverside County's competitive position in the Southern California office market.

But Seyarto said scheduled increases are not likely to keep office jobs from moving to Riverside County. He said other factors, such as location to markets and access to highways, are far more important.

Lake Elsinore Mayor Thomas Buckley recalled that homebuilders sounded similar alarms before the program started.

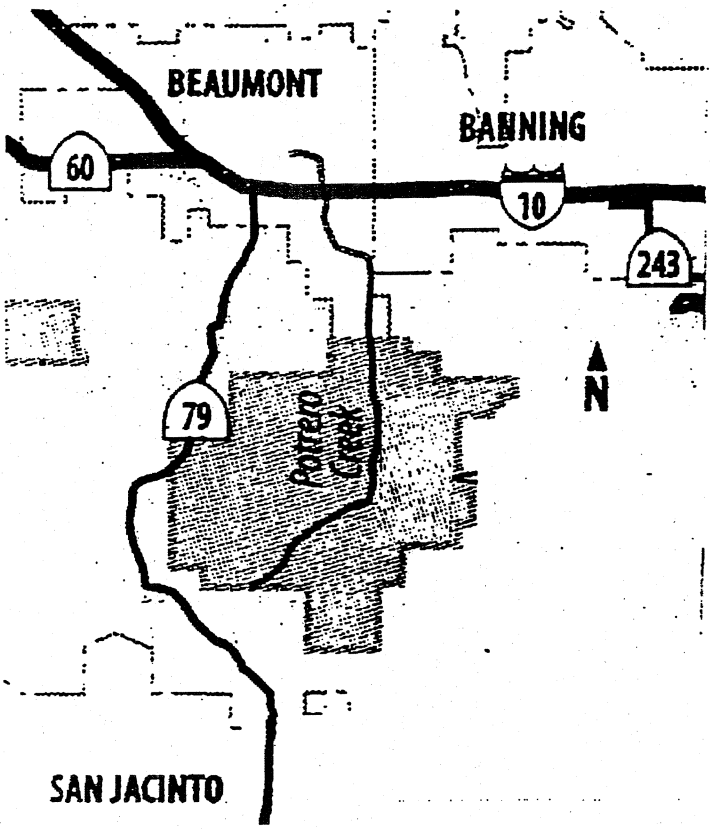
"The worst of the fears about TUMF have not come true," Buckley said. "Construction, at all levels, has continued at a rapid pace. People are still building. People are still buying. People are still selling."

Contact staff writer Dave Downey at (951) 676-4315, Ext. 2616, or ddowney@californian.com.


SAN JACINTO WILDLIFE AREA
BOUNDARY MAP
ALESSANDRO BLVD
SAN JACINTO WILDLIFE AREA
HORSE RANCH
LAKE PERRIS STATE RECREATION AREA
MYSTIC LAKE
GILMAN SPRINGS ROAD
STREET
BRIDGE
CHANNEL
SAN JACINTO RIVER
RAMONA EXPRESSWAY

San Jacinto Wildlife Area

Potrero Creek Conservation Unit



Sept. 28, 2000

Jeff Specter, Associate Planner
Community and Economic Development Department
City of Moreno Valley
P.O. Box 88005
Moreno Valley, CA 92552-0805

Re: Comments on draft Moreno Valley General Plan

Dear Mr. Specter:

I have been a resident of the city of Moreno Valley since 1985, and a Geologist at UCR since 1984. I would like to identify several technical issues to be included for analysis in the draft Moreno Valley General Plan (as recently outlined at public scoping sessions held in Moreno Valley). My comments comprise seven pages, including a list of published technical literature cited at the end.

The General Plan needs to consider the impacts of Moreno Valley's unique geological features on future development, especially with regard to insuring public safety and health as well as the City's long-term economic well-being. The major geological features in and near the City are:

1) The San Jacinto fault zone, an Alquist-Priolo fault hazard zone, is the most active earthquake fault zone in all of California. This fault zone lies at the eastern edge of the City, where potential development pressure is the greatest.

2) The San Jacinto Valley, the most rapidly-subsiding sediment-filled basin in California, contains the ephemeral Mystic Lake and is also located at the eastern edge of the City.

General Plan analysis of the impacts of these features on future development must go beyond a simple compilation of the standard state Alquist-Priolo zone maps for seismic hazards, many of which are more than a decade out of date. The analysis also must go beyond simple consideration of FEMA flood zone maps, some of which are also out of date.

These standard hazard maps are out of date because they do not include information from several important *new* studies of seismic and flood hazards in San Jacinto Valley and Reche Canyon, all published in the scientific literature within the past decade.

Public health and safety, especially with regard to the planned construction of schools, hospitals and residential units, cannot be achieved (mitigated to a reasonable level) by a hazard map that is incomplete, inaccurate and seriously out of date. Scientific advances in our knowledge of seismic and other geotechnical hazards occur quickly, and the information in the general plan must be kept up to date with such advances.

In fact, the state's Alquist-Priolo guidelines and legislation require that general and specific plans by lead agencies include analysis based not only on the existing state hazard map zones, but also on all other relevant published information on faults and hazards inside and outside of those map zones (Hart, 1992). This is because many recent deadly and costly seismic events have occurred on faults that were recognized but not yet officially zoned on hazard maps by the state, or were

not recognized to be active. The recent Landers, Northridge, Hector Mine and Napa Valley earthquakes are good examples.

Geotechnical Hazards

In particular, there are several specific geotechnical hazards that must be addressed by the City's draft hazard map and general plan:

1) seismic shaking zones and building codes
2) the Casa Loma fault
3) the Farm Road fault
4) a slowly-moving landslide along Gilman Springs Road
5) chronic subsidence and liquefaction in San Jacinto Valley
6) the growing size of Mystic Lake

1) Seismic Shaking Zones

San Jacinto Valley and Reche Canyon lie within at least Riverside County Seismic Hazard Zone IV(B), due to their proximity to the active San Jacinto and San Andreas fault zones. Hazard maps and analysis should depict these shaking zones and their implications for the adherence of development to the Uniform Building Code.

Within this type of hazard zone, the types of land use that may be proposed (including Critical Land Uses (e.g., hospitals), Essential Land Uses (e.g., schools) and Normal to High Risk Land uses (e.g., large apartments)) will potentially encounter levels of ground shaking that exceed the Uniform Building Code by factors of 2 to more than 5.

Such a level of shaking cannot be mitigated to a level of insignificance by any technical means known to humans. Moreover, there is a significant hazard from vertical ground acceleration that is not compensated for by current building codes, and also a large potential for amplification of such energy from even moderate earthquakes within valleys (such as San Jacinto) with thick sediment fill (Mueller, 1994; Seismic Safety Commission, 1995; USGS, 1996). Analysis of these hazards from recent earthquake events needs to be made in light of their constraints on planning within these types of seismic shaking zones.

2) Casa Loma fault

The Casa Loma fault strand of the San Jacinto fault zone has been depicted on previous Riverside County seismic hazard zone maps. It runs up the west side of San Jacinto Valley, almost to Highway 60.

The eastern Claremont strand of the San Jacinto fault zone and the companion parallel western Casa Loma strand are important, especially given that the Farm Road fault runs between them, thereby easing the potential propagation of ground rupture across the entire San Jacinto Valley (Park et al., 1995). This allows for a much larger earthquake event along this part of the San Jacinto fault zone.

Geologic consulting reports filed with both the County and the City of Moreno Valley for the recent gas pipeline project (Southern California Gas Pipeline No. 6900) and the Moreno Highlands Specific Plan must be analyzed for their information on the extent of this and related faults.

3) Farm Road fault

The Farm Road fault was recently discovered in the San Jacinto Valley by Park et al. (1995). Because this active fault runs medial to the major bounding faults of the San Jacinto fault zone, and because this fault runs under a major southwest U.S. natural gas transmission and compression plant located in that valley, analyses of its potential impact on ground rupture propagation and corresponding implications for public health and safety (such as gas line rupture and ignition) must be made.

4) Landslides on Gilman Springs Road

Morton and Sadler (1989) have documented the existence of an active, slowly-moving landslide along Gilman Springs Road in the San Jacinto Valley. This landslide is not shown on the draft seismic hazard maps.

Damage from this creeping landslide forces the frequent repair of this road by the County, and will continue to impact any plans for infrastructure (buildings, roadways, pipelines) along the west side of this valley. Its existence is a reflection of the chronic tectonic subsidence problem that plagues this valley (see next section).

In addition, Morton and Sadler (1989) document the existence of several older and possibly active landslides along Gilman Springs Road.

5) Subsidence and Liquefaction in San Jacinto Valley

The San Jacinto Valley is among the most seismically active of the major strike-slip fault zone valleys in southern California and has a strain rate of 20 mm per year, comparable to the San Andreas fault zone (WGCEP, 1988; Morton and Matti, 1993; Park et al., 1995).

The overproduction of groundwater from the valley's sediment fill causes the sediment aquifer layer to collapse and the valley floor to sink at a rate much faster than the normal tectonic subsidence. Morton (1977, 1992) has reviewed the data on the effects of groundwater withdrawal this century on the valley's overall subsidence, noting that the total land subsidence rate is an astounding 1-2 inches per year. Perhaps the most tangible example of the seriousness of this problem was the abandonment of an MWD dam in the valley in the 1960s, after it sank 2-3 feet (Morton, 1977).

In addition, numerous ground cracks and fissures up to a mile long, 5 feet wide and 80 feet deep have developed in the valley since the 1950s and have grown in length and number. Morton (2000) has just recently published a new geologic map of the ground fissure distribution.

These long-term geologic features are endemic to the valley and therefore cannot be mitigated to a level of insignificance by humans. They will place severe public safety constraints on any infrastructure (buildings, roadways, pipelines, dams) that may be planned for the valley.

6) Growing size of Mystic Lake

The extremely rapid rate of geologic deformation in the San Jacinto Valley has resulted in formation of a strike-slip "pull-apart basin" that has developed along parallel fault strands in the San Jacinto fault zone. Such basins or "holes" in the crystalline basement rock commonly become larger and deeper, developing into topographically low valleys along strike-slip fault

zones that are rapidly filled in with sediment and water. Local examples include the Salton Sea (along the San Andreas fault zone) and Lake Elsinore (along the Elsinore fault zone). Mystic Lake is a similar example, forming at the "low spot" in the San Jacinto Valley because of this natural tectonic subsidence along the northern San Jacinto fault zone.

Normally the uninterrupted supply of stream and river sediment into such sinking valleys would nearly keep up with the rate of tectonic subsidence, so that even though the valley's underlying crystalline basement subsides, the growing thickness of infilling sediment acts to compensate for it. Over time, the valley surface would therefore remain at a low but relatively constant elevation. In the case of the San Jacinto Valley, however, two discretionary human activities are preventing this natural geologic compensation from taking place.

The first activity is groundwater withdrawal, as mentioned in the previous section above. The second activity is the non-regulated upstream diversion of the San Jacinto River from its natural historic course into Mystic Lake (and out through the San Jacinto Wildlife Area). This diversion has cut off the main natural compensating supply of sediment into the subsiding basin and has increased the total land subsidence rate to a level well above that due to tectonic deformation and groundwater withdrawal.

In other words, the northern San Jacinto Valley already has a natural tendency to subside tectonically because of the geologic setting, but groundwater withdrawal and river diversion have exaggerated this tendency, leading quite expectedly to increased flooding problems. A major growing sinkhole is being created by the combination of tectonic deformation and human activities.

Because of these two human activities, Mystic Lake has become deeper and larger in area each time it has formed this century (Doug Morton, U.S.G.S., personal communication), and will continue to enlarge within the valley as long as the activities continue.

The only options to reverse this trend are to stop the diversion of the river and stop the excessive groundwater withdrawal, thus allowing the natural compensation for tectonic subsidence to take place. Planning for this part of the valley must take into consideration these issues and the chronic flooding problems that will occur there.

California's existing emergency response plan for a major earthquake

In 1993, the State of California made a major effort to plan for a major earthquake on the San Jacinto Fault zone (Toppozada et al., 1993). This massive study considered the impact of geology, soil, and human infrastructure on the resulting damage estimates and identifies specific areas of high risk, including areas subject to liquefaction in Riverside County. Impacts on transportation corridors and emergency response networks were also identified.

This major hazard analysis includes large areas covered by the draft Moreno Valley general plan and its data and conclusions must be integrated with the draft general plan. Schools, hospitals, high-density housing, major transportation corridors, and economically significant commercial development projects should not be slated for the areas depicted as high risk by this important State study.

This impact is made even more relevant by the important recent nationwide study by FEMA (2000), which identified the Riverside area as having the second highest potential for monetary damage from earthquakes in all of the United States. This safety and economic risk to Riverside

exists because of the proximity of that City's costly development and infrastructure to major faults and sediments that are subject to shaking. The City of Moreno Valley could find itself in a similar position of risk as its development proceeds.

Geological Impacts on Economic Development

The impacts of geological features on the economic development and well-being of the City must be assessed by the general plan. The City cannot afford to allow overly ambitious development plans, and the assumed or promised tax revenues from those projects, to run into serious completion problems because of presently foreseeable geotechnical issues.

The most recent example of this type of planning problem (and consequent unrealized tax revenue) was the Moreno Highlands Specific Plan. The developer for this project suddenly pulled out, one week after receiving their first soil and geologic trenching reports from their consultants. These trenches apparently identified serious geotechnical problems that would be associated with building out the project, such as active faulting and liquefaction. The amount and cost of geological engineering (e.g., major earthmoving and set-backs) that would be required to address these problems may have been a major impetus for their sudden withdrawal from the project. Both the developer and City were warned about these issues, but chose to ignore their significance. Any future development of the specific plan area will likely encounter similar problems.

Fault Hazards are *Not* The Same Everywhere

It is very common for non-geotechnical persons to assume that southern California is rife with active faults, and that earthquake and liquefaction hazards therefore must exist equally everywhere in the region. "Why should we be worried about earthquake hazards when they are everywhere in southern California?" I have often been asked. Nothing could be farther from the truth!

Such an easy, false philosophy about the pervasiveness of geotechnical hazards is dangerous. Time and again, in places like Loma Prieta, Mexico City, Landers, Northridge and Napa, we have seen that the combination of localized fault zones (with high shaking potential) and unstable (collapsible) soils and sediments can create death and costly damage during earthquakes (Seismic Safety Commission, 1995; USGS, 1996).

Specific localized zones of high risk do exist near major fault zones, and they can be mapped out when sufficient resources are applied to the issue. This is why Alquist-Priolo legislation exists in the first place, explicitly recognizing the importance of local geology and the mapping out of such hazards.

Moreno Valley is indeed unfortunate to exist virtually on top of a major earthquake fault zone and a major sediment-filled valley filled with very unstable soils and sediments. The economic future of the City will partly depend on wise and prudent recognition of this fact, and will benefit from smart planning for the consequences.

Thank you for considering my comments on the draft hazard map for the Moreno Valley General Plan. I ask that these comments be incorporated into the public record for review of this general plan, and hereby incorporate all references cited above and below (and their contained references) into the review process for this general plan. I also ask that I be kept informed in writing of all notices, meetings and actions regarding this general plan.

Sincerely,

Michael A. McKibben, Ph.D.
23296 Sonnet Drive
Moreno Valley, CA 92557

(909) 924-8150
~~geochem@mindspring.com~~
mamckibben@adelphia.net

References Cited

FEMA, 2000, HAZUS 99: Average Annual Earthquake Losses for the United States; Federal Emergency Management Agency, FEMA 366, September 2000, 32 pp. http://www.fema.gov/nwz00/nwz00_51.htm

Hart, E.W., 1992, Fault-rupture hazard zones in California; Calif. Div. Mines and Geol., Special Publ. 42, 32 pp.

Morton, D.M., 1977, Surface deformation in part of the San Jacinto Valley, southern California; Jour. Research U. S. Geological Survey, Vol. 5, No. 1, p. 117-124.

Morton, D.M., 1992, Subsidence and ground fissures in the San Jacinto basin area, southern California; Abstracts and Summary, U.S.G.S. Subsidence Interest Group Conference, Edwards Air Force Base, Antelope Valley, Nov. 18-19, p. 29-31.

Morton, D.M., 2000, Preliminary Digital Geologic Map of the Santa Ana 30' x 60' Quadrangle, Southern California; U.S.G.S. Open-File Report 99-172. http://wrgis.wr.usgs.gov/open-file/of99-172

Morton, D.M., 1992, Subsidence and ground fissures in the San Jacinto basin area, Southern California; U.S.G.S. Subsidence Interest Group Conf., p. 29-31.

Morton , D.M., Matti, J.C., 1993, Extension and contraction within an evolving divergent strike-slip fault complex: the San Andreas and San Jacinto fault zones at their convergence in southern California; Memoir Geol Soc. America, 178, p. 217-230.

Morton, D.M., and Sadler, P.M., 1989; Landslides flanking the northeastern Penninsular Ranges and in the San Gorgonio Pass area of southern California; in Sadler, P.M., and Morton, D.M. (Eds.) Landslides in a Semi-Arid Environment; Inland Geological Society Publ., Vol. 2, p 338-355.

Mueller, C., 1994, Ground Motion; Earthquakes and Volcanoes, Vol. 25; U.S. Geological Survey, p. 75-84.

Park, S.K. et al. 1995, Delineation of intrabasin structure in a dilational jog of the San Jacinto fault zone, southern California; Jour. Geophysical Research, Vol. 100, No. BA, p. 691-702.

Seismic Safety Commission, 1995, Northridge Earthquake – Turning Loss to Gain; Calif. Seismic Safety Commission Report No. 95-01, 160 pp.

Toppozada, T.R., et al., 1993, Planning scenario for a major earthquake on the San Jacinto fault in the San Bernardino area; Calif. Dept. of Conservation, Div. of Mines and Geology, Special Publ. 102, 250 pp.

U. S. Geological Survey, 1996, USGS Response to an Urban Earthquake - Northridge '94; U.S. Geological Survey Open-File Report 96-263, 78 pp.

Working Group on California Earthquake Probabilities (WGCEP), 1988, Probabilities of large earthquakes occurring in California along the San Andreas fault; U.S. Geological Survey Open File Report, 88-398, 62 pp.

This page intentionally left blank

69966 CB

MORONGO BAND OF MISSION INDIANS

A SOVEREIGN NATION

November 29, 2004

Ms. Cathy Bechtel
Riverside County Transportation Commission
P.O. Box 12008
Riverside CA 92502-2208

RE: NOP for Draft EIS/EIR, Mid County Parkway

Dear Cathy,

Thank you for Mr. Haley's letter to Chairman Maurice Lyons of the Morongo Band of Mission Indians concerning the NOP for the Mid County Parkway.

The information contained with the letter indicated cultural resources would be studied and addressed in the Draft EIS/EIR. With that understanding, the Tribe is in support of the NOP proceeding. Please be sure the Tribe is consulted further as the project progresses (e.g. if/when Native American sites are found).

Please direct all further correspondence regarding this project to:

Mr. Britt W. Wilson
Cultural Resources Coordinator
Morongo Band of Mission Indians
245 N. Murray Street, Ste C
Banning, CA 92220
(951) 755-5206 direct line
Britt_wilson@morongo.org

Thank you for notifying the Tribe of your actions. The Tribe recognizes the need for improved traffic flow in the Inland Empire and it looks forward to working with you on this important project.

Sincerely,

Britt W. Wilson
Morongo Band of Mission Indians
Planning & Economic Development Department

RECEIVED
NOV 29 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

245 N. MURRAY STREET, SUITE C - BANNING, CA 92220 - 909-849-8807 - FAX 909-922-8146

B.1.9.2.1

This page intentionally left blank

San Bernardino Valley Audubon Society
P.O. Box 10973
San Bernardino, CA 92423

December 13, 2004

RECEIVED
DEC 16 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd floor
P.O. Box 12008
Riverside, CA 92502-2208

Dear Ms. Bechtel,

Thank you for notifying the San Bernardino Valley Audubon Society (SBVAS) about the Mid County Parkway NOP. Our group has been active in conservation and planning issues in western Riverside County for many years, including a long involvement with the planning area encompassed by the proposed Parkway. We look forward to making detailed comments to the upcoming draft EIR/EIS, and hope our knowledge of the biology and land use history of the area will be incorporated into the planning decisions regarding this project.

With regards to Biological Resources, we agree with the NOP that there will be significant impacts to plant life, wildlife and wildlife habitat. We are encouraged to read that field and literature surveys of sensitive plants and animals will be conducted, as well as focused surveys for Threatened and Endangered Species. Too often, only the T&E species are given weight in planning, while the many sensitive species are given short shrift. Riverside County, in it's ambitious Integrated Project, recognizes that today's sensitive species can easily become tomorrow's endangered species due to the unparalleled rate of habitat destruction in our region. We support the proactive approach of acknowledging the legal weight carried by sensitive species, an approach consistent with the goals of the Western Riverside County MSHCP and of CEQA and NEPA.

We will be looking particularly closely at the Stephens Kangaroo Rat HCP and the Lake Matthews MSHCP, two plans that SBVAS has been involved with in a legal capacity. We expect that the Mid County Parkway will not be consistent with the goals of these two HCPs, given the potential routes offered as the various alternatives. The Lake Mathews Preserve would suffer all the impacts listed in the first paragraph of the Biological Resources section of the NOP, namely, direct loss of habitat, direct loss of plants and animals, disruption of wildlife corridors, and habitat fragmentation. There are other lands dedicated to conservation that could be affected by the proposed Mid County Parkway. The San Jacinto Wildlife Area, lands dedicated to the Western Riverside County MSHCP, and the mitigation lands of the El Sobrante Landfill could all be affected, compromising the overarching goal of the MSHCP to create contiguous uninterrupted expanses of habitat.

With the Lake Matthews MSHCP, SBVAS successfully litigated on the precept that mitigation for environmental impacts must consist of preservation of habitat that otherwise could be subject to eventual development, not land already set aside as mitigation for other projects' impacts or otherwise preserved for wildlife habitat or recreation. If the Mid County Parkway is approved, we assume that lands will need to be set aside to mitigate for its impact. We encourage the RCTC to be fair about which lands are designated as mitigation, that such lands be dedicated specifically from impacts from the Parkway, that they are biologically valuable, and are commensurate with acreage ratios set forth by the USFWS and CDFG.

In addition to commenting on the thirteen categories of potential environmental impacts listed in the NOP, SBVAS will be looking for a detailed analysis of growth-inducing impacts and cumulative impacts from the Mid County Parkway. While we recognize that transportation has become a critical issue in western Riverside County, and affects many thousands of our residents, it is our position that a major corridor project will encourage growth, not just accommodate growth. We will expect the Draft EIR/EIS to give serious consideration to this issue, as well as to the extensive cumulative impacts of the project.

The analysis of project alternatives is perhaps the most important part of an EIR or EIS, in that it weighs the environmental costs that are so exhaustively studied, and chooses the one that has the least impacts and is consistent with the project's goals. We see a potential conflict with this analysis and the goals of the HCLE as described in the NOP. Specifically, the NOP states that the Tier 1 analysis and staff recommendation call for an alignment located south of Lake Mathews, yet two of the Parkway alternatives do not include a southern alignment. We must assume that because these two alternatives are included, that they will be given as detailed and fair an analysis as the other ones. We also urge that additional alternatives are generated, given the likelihood that any of the current alternatives will seriously impact the Lake Mathews HCP and other lands dedicated to conservation. Given the proposed alignments, the No Project Alternative is likely the least environmentally damaging, and should be given thorough consideration.

We commend the RCTC for clearly intending to produce a thorough and unbiased EIR/EIS, which will allow the public to analyze the potential impacts of the proposed Mid County Parkway.

Sincerely,

Nancy L Higbee

Nancy Higbee
Conservation Committee,
San Bernardino Valley Audubon Society

cc:

Mr. Roy Wilson, Chairman
Riverside County Board of Supervisors
County Administrative Center
4080 Lemon Street - 5th floor
Riverside CA 92501

Mr. Robert A. Buster, Supervisor First District
Riverside County Board of Supervisors
County Administrative Center
4080 Lemon Street - 5th floor
Riverside CA 92501

Mr. John M. Mylne, III
Western Municipal Water District
Representative to Metropolitan Water District
P.O. Box 5286
450 Alessandro Blvd.
Riverside CA 92517

Mr. Tay Dam
Federal Highway Administration
888 South Figueroa St.
Los Angeles CA 90017

This page intentionally left blank

SANTA ANA MOUNTAINS TASK FORCE
AND
SAN GORGONIO CHAPTER, SIERRA CLUB

December 20, 2004

Attn.: Ms. Cathy Bechtel
Director of Transportation Planning and Policy Development
Riverside County Transportation Commission
3560 University Avenue, Suite 100
Riverside, CA 92501

RECEIVED
DEC 20 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Tay Dam, Senior Transportation Engineer,
Federal Highway Administration—Los Angeles Metro Office,
201 N. Figueroa
Street, Suite 1460, Los Angeles, California 90012.
Telephone: (213) 202–3954.
Fax: (213) 202–3961

RE: **Notice of Preparation, Notice of Intent: Riverside County Mid-County Parkway Project**

Dear Ms. Bechtel and Mr. Tam

This comment letter on the Notice of preparation and Notice of Intent for the Riverside County Mid-County Parkway Project (MCP) is submitted by the Santa Ana Mountain Task Force (SAMTF) and the San Gorgonio Chapter of the Sierra Club. The San Gorgonio Chapter of the Sierra Club has been in existence for about 60 years. Chapter members have been active in and contributed to the Riverside County Integrated Plan process since its inception. Sierra Club's goals in participating in this process are: "To explore, enjoy and protect the wild places of the earth; to practice and promote the responsible use of the earth's ecosystems and resources; to educate and enlist humanity to protect and restore the quality of the natural and human environments."

SAMTF is a group formed by the Angeles and San Gorgonio Chapters of the Sierra Club for the express purpose of protecting the resource values of the Trabuco District of the Cleveland National Forest. SAMTF has been in existence for about 3 years and was formed because the Trabuco District is common to both Sierra Club Chapters that formed it and because there is tremendous development pressure coming from Riverside and Orange Counties which threatens the forest resource values. Task Force members are active participants in the Major Infrastructure Study (MIS) being jointly conducted by both counties.

In September, 2002 we submitted comments to the DEIR/S for the CETAP East/West transportation Corridor project.

We would like to be included as stakeholders and participants in the CEQA and NEPA process for this project. Please send all responses and future documents to:

Ulrike Luderer, Secretary
Santa Ana Mountains Task Force
P.O. Box 5079
Irvine, CA 92616

Terry Wold
Conservation Coordinator
San Gorgonio Chapter, Sierra Club
4079 Mission Inn Avenue
Riverside, CA 92501

We are using the NOP published at the RCTC web page for the MCP and could not find in that document the final date for comments. If it was earlier than 12/20/2004, please accept our request for late filing.

We are committed to continuing to work constructively with all of the agencies involved to ensure an outcome that: results in a comprehensive plan, including a transportation proposal connecting Orange and Riverside Counties and which is in compliance with MSHCP and protects already identified species and habitat areas; and directs the majority of new growth and development away from sensitive resources areas and minimizes harm to the environment.

Sierra Club is on record as supporting compact development within existing cities and urban areas ("community centers concept"), and believes that more than sufficient "infill" lands exist to accommodate future growth in both Counties.

We submit this letter to insure that the anticipated DEIR/S complies with the requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code Section 21000 et seq., the CEQA Guidelines, California Code of Regulations, title 14, Section 15000 et seq. ("CEQA Guidelines") and the National Environmental Policy Act ("NEPA") and the NEPA Regulations.

I. Introductory Comments

We admit to some confusion which this NOP has caused us. We are not certain if it is intended as an addition to or a replacement for the prior CETAP DEIR/S. Since that DEIR/S was not finalized we have not seen the response to our comments of September 2002. Much of what we said then can still be said and we fail to see the point of having to say it again without the benefit from knowing your view on the merit of our work. This seems to us to be a dubious and inefficient use of CEQA/NEPA.

If the MCP is a replacement for the prior CETAP project then we expect the forthcoming DEIR/S to go into detail why it is that the alternative analysis which made the Hemet to Elsinore corridor the preferred project is no longer valid after just two years and what are the particular aspects of the MCP which now makes it the preferred project. The prior preferred project must surely be a contender for the current preferred project, especially if it can be converted from a freeway to a parkway – and why not?

If the MCP is intended as an addition to the Hemet to Elsinore project then the DEIR/S should say so. If that is the case, then the DEIR/S needs to say why both projects are needed and certainly they should be considered together in final form and certification.

CETAP is one component of the RCIP, which also includes a new Riverside County General Plan and MSHCP for western Riverside County. The purpose of the RCIP is to integrate the processes of planning land uses, transportation improvements and habitat preservation for endangered species. We expect that the forthcoming DEIR/S will discuss what this new proposal will do to the General Plan and MSHCP and how all 3 will interact.

Added to the prior planning documents is the current MIS effort. This is expected to produce a document that will give a thorough presentation of transportation options from Orange to Riverside Counties. It is almost impossible to make a final plan for the MCP without integrating the MIS outcome into that plan.

II. Particular Comments

A. Baseline conditions and settings

In addition to growing population and ever increasing traffic, this project proposal is set in the RCIP, the SCAG Compass Vision, the MIS, the March Joint Powers planning for an "Inland Port", unacceptable air quality and a county, state and federal budget short on transportation funds.

This all needs thorough discussion in the DEIR/S in order to give the public the benefit of understanding how the final decision on the project was derived in this total context.

In SOUTHERN CALIFORNIA COMPASS - GROWTH VISION REPORT JUNE, 2004, SCAG has essentially said that what we have been doing in the past is not working. They emphasize that we need a new way of doing things. Quoting from Compass; "A primary theme of policy dialogue comments and ideas was better collaboration and coordination. Participants felt that SCAG and sub-regional agencies need to foster better coordination and collaboration among different levels of government, among the various agencies that affect land use, and between land use and transportation planning."

This clearly implies that any major Riverside County transportation plan must of necessity take into account transportation planning which involves Orange and San Bernardino Counties. It also implies that there must be adequate discussion of land use planning.

Compass also said that: "Experience suggests that SCAG, the sub-regions, and local jurisdictions can more easily achieve their collective goals by actively encouraging and empowering sub-regional planning and coordination within the context of a regional comprehensive plan.

While it is not possible to force this kind of cooperative planning (note that we are talking about MORE cooperation than currently exists), we can at least reasonably expect that the DEIR/S will discuss means of increased cooperation, that is if there is any will at all to comply with the Compass document.

The MIS effort is currently sorting through options for inter-county transportation based on computer evaluation of those options. This will involve traffic flow estimates and these in turn will depend on

the MCP. These two projects cannot logically be evaluated without taking each other into account and the DEIR/S must do that.

The budget situations are so desperate that Ron Roberts, Temecula councilman and SCAG president has said publicly that he thinks these projects are not affordable and probably won't be built. The No Build alternative, which focuses on improvements to existing roads, in combination with transit/TSM and land use measures that reduce reliance on the automobile must be given serious consideration in light of the situation with money. If we can't afford the MCP we can't sit back and do nothing. We need to choose a project alternative which we can afford.

In order to make appropriate judgments we need to know the status of federal, state and regional funding for roadway and transit improvements, and the prospect of future funding as compared with the costs of the proposed corridor projects. The DEIR/S should specifically identify the costs of ongoing and approved roadway improvement projects on existing roads as a basis for comparison with the projected costs of this new project. The key questions that need to be addressed include: a) can the County afford the project? b) to what extent will completing ongoing and approved roadway improvement projects on existing roads address the project objectives? c) what are the existing gaps in funding needed to complete ongoing and approved roadway improvement projects in the region (e.g. those already in approved regional and state transportation plans)?

A practice of choosing some time and some circumstance in the future as a baseline against which alternatives are evaluated is akin to setting up a self fulfilling prophecy. CEQA demands that the current situation be the baseline. It is not farfetched to postulate that future conditions will strongly depend on the choice of project alternatives and these must be evaluated in the light.

B. Segmenting the DEIR/S must be avoided

The MIS and the Riverside County to Orange County project must be included. For example if some form of rapid transit is a component of that plan then the MCP must facilitate connection to the rapid transit so as to maximize ridership. In that case the Orange County Transportation Authority must be a responsible agency.

The NOP says that the project must provide a facility that is compatible with a future multimodal transportation system and it must accommodate Surface Transportation Assistance Act (STAA) National Network for oversized trucks. This anticipates that a major use of the MCP will be to accommodate truck traffic from the Long Beach port to the "Inland port" at March air base.

A multi-modal planning effort considers highway options, and also looks at transit and other forms of travel demand management and movement of goods. Any mode on the MCP whether it be goods movement, transit or commuter traffic must have some where to go and that is clearly the future MIS facility because the 91 freeway is already "maxed out". For this reason the MIS facility must be included in the MCP DEIR/S.

A lead agency must determine the proposed action's full extent, including all components, segments, and future phases. An agency may not divide a proposed action into smaller segments to avoid disclosure and analysis of the full environmental effects.

The RCIP is one reason for the federal government giving CETAP a high priority for federal support. This means that the whole of all transportation objectives as well as the other components must really be integrated.

The RCIP process is an acknowledgement that "the interconnectedness of all of the elements is essential to the future quality of life for Riverside County residents. We support an integrated approach to these plans as originally set forth by the County when the RCIP process was begun.

C. Statement of purpose and Need

An EIS must explain the underlying purpose and need to which the agency is responding in proposing the alternatives, including the proposed action. The purpose and need/project objectives statements are relied on to determine the appropriate range of alternatives. A statement of purpose and need cannot be so narrowly defined that it eliminates reasonable alternatives.

As far as we can tell the most pressing need in Riverside County is to relieve the congestion on the 91 freeway. This is accompanied by the need to move truck traffic through and into the county, especially as this will be affected by the plans for the March Inland Port. Secondary to these pressing needs is the desire to accommodate recreation traffic associated with the Eastside Reservoir recreation complex, also involving the 91 freeway. The fact that 3 million dollars is being spent on the MIS transportation question is indicative of those needs.

We do not see why a major and necessary part of the total plan to satisfy these needs should be left out – the MIS - and why another part should be so narrowly defined that the real need is ignored in the statement of purpose – the MCP.

The DEIR/S must include statements of purpose and need that acknowledge the growing body of evidence that communities cannot build their way out of traffic congestion with the addition of new and expanded roadways. Additional land use based and transit alternatives must also be included. We don't need a new highway that we can't afford in the first place.

A few years ago the state legislative analyst made the following observations.

- The state traditionally has addressed transportation problems by increasing the capacity of the transportation system; however, this is unlikely to permanently alleviate traffic congestion.
- The California Transportation Plan recommends that the state's highest transportation priority should be demand reduction, and its lowest should be construction of new transportation facilities.

The DEIR/S must address this expert opinion and establish why it is that demand reduction shouldn't be the preferred project as it is the most likely to be cost effective.

D. Alternatives

At a minimum the alternatives analyzed must include:

- An alternative that focuses on transit rather than new roads, including expanded rail (for freight transport), Metrolink and buses.

- A No Build alternative, which focuses on improvements to existing roads, in combination with transit/TSM and land use measures that reduce reliance on the automobile.

Land use based or transit-oriented alternatives as advocated by the Compass Vision, include, 1) directing all new development into existing cities; 2) phasing requirements, which would direct new development first to existing cities and unincorporated urban areas in conjunction with needed transportation capacity improvements; 3) intensified Community Center alternative with or without Rural Emphasis elements as described in the General Plan; 4) transfer of development rights, cluster provisions and other mechanisms to direct growth and protect community separators; 5) purely transit alternatives (e.g. buses on existing routes, dedicated busways, expanded Metrolink, expanded rail); 6) improvements to existing rights-of-ways only; 7) TSM alternatives; and 8) alternatives for movement of goods, including truck dedicated roads and/or specified hours for truck usage of roads and expanded rail.

All of the alternatives analyzed must not assume that the same amount of growth will occur, with or without the project. Alternatives must include both a range of the amount of growth to be planned for and accommodated in the County unincorporated areas, and the location of that growth. Even assuming the premise that growth planned for by the General Plan update is inevitable, it is NOT inevitable that significant amounts of that growth are accommodated in County unincorporated areas. An alternative or alternatives that locate the majority of that growth in existing cities must be analyzed, along with a transportation system that would best suit this outcome (e.g. Corridor and Transit with modest improvements to existing route options).

E. Impact and Cumulative Analysis

One way to characterize the current congestion on the 91 freeway is that it is a proof that CEQA documents associated with the growth of Riverside County in past decades have consistently underestimated and failed to mitigate the cumulative traffic impacts of individual development plans. An audit would likely show that the vast majority of those documents claimed that cumulative impacts were mitigated to the level of insignificance. Were this in fact the case there would be no problem on the 91 freeway.

CEQA mandates that a legally adequate cumulative impacts analysis views a particular project over time and must consider the impacts of the project combined with other projects causing related impacts, including past, present, and probable future projects. Projects currently under environmental review unequivocably qualify as reasonably probable future projects to be considered in a cumulative impacts analysis. In addition, projects anticipated beyond the near future should be analyzed for their cumulative effect if they are reasonably foreseeable. This includes the MIS.

The cumulative impacts analysis must include a comprehensive map illustrating the relationship of the General Plan, the MSHCP reserves and all of the proposed corridors and other planned transportation projects.

The development industry includes planners, land owners, developers and builders. As in all other free enterprises in the United States, these act in a way to maximize their profits and gains. This is as it should be. Frequently this means developing in outlying and remote areas which means that they usually advocate more highway construction to facilitate home sales. While this practice may comport with free enterprise it doesn't always serve the public interest. That this has prevailed is the reason that the Inland Empire has been rated as the leader in sprawl of the major metropolitan areas in the country.

This project should be evaluated in terms of its cumulative contribution to sprawl. The alternative is more compact development in already developed areas with increased transit as advocated in the Compass Vision.

F. Species and habitat impacts.

We expect a complete treatment of the impact to sensitive areas in Riverside County and in the National Forest. Since the MCP project must include the expected MIS project in its total impact we expect that there will be impacts to the National Forest in addition to the areas already delineated in the MSHCP. These should be totally integrated into all alternative analyses and mitigation plans.

G. Air Quality Conformity

We expect a detailed discussion of the relationship of this project to the State Implementation Plan (SIP). Are we in a non-attainment area and does this have any significance with respect to conformity to the SIP?

In light of the fact that this project will almost certainly serve to accommodate increased truck traffic to the March port it is likely to be the cause of increased particulate emissions thereby raising the levels of fine particulate and other pollutants in the area.

It is our understanding that the proposed project must be found to conform to the SIP or the MPO is prohibited from engaging in, supporting, providing financial assistance for, permitting, and approving an activity.

The DEIR/S should provide information concerning the status of air quality in the region and what factors have contributed to existing conditions (e.g. industrial buildout, location of warehouses generating new trips, specific hot spots, etc.). This and other complete setting information must be provided in the DEIR/Ss. In the absence of adequate, accurate and complete setting information, adequate analyses of project-related and cumulative impacts cannot be completed.

H. Climate change and greenhouse gases.

We expect that all alternatives will be evaluated in terms of expected net life time generation of greenhouse gases. This has become an important part of the policy of the state of California and can not logically be ignored in transportation planning. We expect that this will be done on the basis of best estimates of real traffic and not on the basis of some false hypothetical baseline.

We do not really need to justify this expectation because in AB 1493 (2002) the state of California has said:

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:
SECTION 1. The Legislature hereby finds and declares all of the following:
(a) Global warming is a matter of increasing concern for public health and the environment in the state.
(b) California is the fifth largest economy in the world.
(c) The control and reduction of emissions of greenhouse gases are critical to slow the effects of global warming.

A beginning to addressing this concern is an estimate of greenhouse gas generation expected from all planning but especially transportation planning. This is necessary so that the public and decision makers can evaluate the impacts of proposed projects.

The California Energy Commission has said ; "Global climate change is real. There is worldwide agreement among scientists that increased greenhouse gas pollutants from human activities are causing dangerous warming of the earth's atmosphere.

Climate change matters to California. The repercussions of a change in climate are serious. They challenge the state's infrastructure investments and touch all sectors of the economy: water supply, agriculture, forestry, energy production, health, transportation, tourism and others.

Climate change is driven in large part by carbon dioxide and other greenhouse gases derived from fossil fuels. While electricity production and industry are universally important sources, transportation is the source of more than half of the fossil fuel carbon dioxide in California. It is critical that the state begin to reduce the rate of growth in emissions from this sector." (CEC web page on climate change)

As a part of this concern Caltrans is tasked with their part in the process.

The California Department of Transportation (Caltrans) is addressing climate change by reducing emissions through energy efficiency measures and use of alternative technologies to lessen the emissions from the state transportation system, vehicle fleet and reduction of time spent in cars and in traffic.

- Reduce on-road emissions through community planning, increasing transit ridership, and vehicle occupancy, minimizing travel demand and maximizing traffic efficiency (CEC web page).

Given these policy statements from the state there is no reason that alternative analysis on this project should not put the emphasis on these alternatives. Each alternative must be evaluated on the basis of greenhouse gas emissions.

I. Induced Growth

The DEIR/S must address the question raised by transportation researchers concerning growth inducing transportation projects. There is sufficient data to suggest that this is a real concern and that it needs to be included in the analysis of impacts.

A report published by Marlon G. Boarnet, Departments of Urban and Regional Planning and Economics and Institute of Transportation Studies University of California, Irvine and Andrew F. Haughwout Federal Reserve Bank of New York details the issue. This was a Discussion Paper prepared for The Brookings Institution Center on Urban and Metropolitan Policy, August 2000 called DO HIGHWAYS MATTER? EVIDENCE AND POLICY IMPLICATIONS OF HIGHWAYS' INFLUENCE ON METROPOLITAN DEVELOPMENT

Overall, the authors conclude that changes in metropolitan location patterns are induced by highways, and these changes are not, on net, costless. A rational highway investment plan should account for the effects on location that highways induce.

The authors recommend an increased role for representative regional decision-making bodies with both the vision and the authority to balance the competing transportation demands of various metro area constituencies. Such bodies would ideally design policy so as to maximize the regional, rather than local, advantages that transportation policies offer.

This is exactly what SCAG has done in its Compass Vision.

According to the Surface Transportation Policy Project analysis of data released by the Texas Transportation Institute on highways and traffic: "building new and wider roads has had little long-term impact on road congestion, and that such roads appear to actually generate additional traffic."

In addition The Federal Highway Administration has recently concluded that this phenomenon of "induced traffic" does in fact occur quite frequently in metropolitan areas throughout the United States.

Induced growth can not be dismissed or easily explained away in the DEIR/S.

J. Peak Oil

Recent price escalation for oil and gasoline has given credence to the idea that we are approaching the time that oil will be in permanent short supply. It is not required that an EIR give a definitive answer to that question. However, since there are serious people who claim that oil competition will drive prices much higher over the years to come it is reasonable to ask what this possible, or even likely scenario, will do to transportation demand.

Since this project will require an expenditure of a considerable proportion of limited revenues, prudent investment of public funds demands that the investment be made with an eye to the down side. In all likelihood this project will not be in service earlier than 2012 and it should have a useful life of at least 30 years beyond that. It seems to us that there is a very good chance that gasoline will be in very tight supply by then and we would like to see a projection of demand under a variety of price scenarios. What is the long term price/demand elasticity of gasoline and how will this affect VMT?

III. Conclusion

We think that California is at a cusp with respect to the combination of Land Use and Transportation Planning. It is not clear to us that we will be able to continue with business as usual, desirable or not, and this is highlighted by the current budgetary restraints.

For a long time academic analysis from a variety of sources has been telling us that past practices are costly, ineffective and harmful. We seem to be at that point where political pressure can no longer be the determinant for decisions.

Under these circumstances a full, compete and thoughtful disclosure and analysis as contemplated by both CEQA and NEPA is urgent. The wrong decision could well turn an opportunity into a disaster. We encourage you to use maximum resources to accomplish the best investment of public funds.

Very truly yours,

Gene Frick, Co-Chair
Santa Ana Mountains Task Force
P.O. Box 5079
Irvine, CA 92616

Gene Frick

Terry Wold

Terry Wold
Conservation Coordinator
San Gorgonio Chapter, Sierra Club
4079 Mission Inn Avenue
Riverside, CA 92501

70182

To: Cathy Bechtel

RECEIVED
DEC 20 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

From: George Hague
M.V. group of the Sierra Club

re: NOP Mid-Co Parkway

1st
of
4 pages

B.1.9.2.1

This page intentionally left blank

SIERRA CLUB
FOUNDED 1892

SAN GORGONIO CHAPTER

4079 Mission Inn Avenue, Riverside, CA 92501 (909) 684-6203
Membership/Outings (909) 686-6112 Fax (909) 684-6172

Regional Groups Serving Riverside and San Bernardino Counties: Big Bear, Los Serranos, Mojave, Moreno Valley, Mountains, Tahquitz.

20 December 2004

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Post Office Box 12008
Riverside, California 92502-2208

Mr. Tay Dam, Senior Transportation Engineer
Federal Highway Administration – Los Angeles Metro Office
888 South Figueroa Street, Suite 1850
Los Angeles, California 90017

Dear Ms. Bechtel and Mr. Dam:

Re: Notice of Preparation of an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) for the **Mid-County Parkway Project**

The Moreno Valley Group of the Sierra Club appreciates this opportunity to raise a few concerns that we hope to see addressed in the Draft EIR/EIS.

Please explain the cumulative impacts of the Mid-County Parkway Project and the San Jacinto River Flood Control Project. How will you make certain that the endangered and threatened plant community, which relies on the seasonally-flooded alkali vernal plain habitat, survives and flourishes? How will the combination of these projects impact the vernal pools that were in the area less than ten years ago? How will the combination of these projects affect the habitat for the burrowing owl, mountain plover, and western spade foot? How will the combination of these projects impact the wildlife corridors between the San Jacinto Wildlife Area/Lake Perris and the Kabian Hills?

How can you justify going through the Lake Mathews Preserve? What impacts will the project cause during and after build-out?

Since the lights from the finished project and its users will make the Stephens' Kangaroo Rat (SKR) easier prey, how will you quantify these impacts and give an analysis that the general public will understand in the Draft EIR/EIS?

Why will you not construct bridges similar to other locations over the San Jacinto River? Explain how a "no project alternative" would be environmentally superior to any of the other alternatives rather than just saying that it would be – such as the issue of ponding onto the SJWA and impacting SKR habitat.

Which requirements of the two Clean Air Acts do you meet? Which ones does the project not meet, both immediately and twenty years after completion? What modifications could be implemented to make it possible to meet these Acts or at least come closer? How much closer?

How will the transportation control measures be enforceable, quantifiable, replicable, and accountable? What will be PM_{10} and $PM_{2.5}$ and ozone and CO_2 impacts after build-out and the induced growth twenty years later?

How are you meeting the requirement of 40 C.F.R. 93 Part A?

How does the project conform to an implementation plan approved under 42 U.S.C. Section 7410?

How does the project conform to rules by the E.P.A., such as the Transportation Conformity Rule?

What are the public consultation procedures according to 23 C.F.R. Part 450?

The documents specifically describe the transportation system envisioned for the horizon years. What are the sources and dates for emission estimation?

How does the project meet the requirements of Section 93.115(b) and Section 93.115(c)?

How will you avoid conformity lapses?

The draft documents must list all regionally-significant projects and local projects when analyzing all the cumulative impacts resulting from this project, as well as those in the pipelines for future approval.

What is your base year?

How will the proposed action significantly affect the quality of the human environment?

Will the project qualify for federal legislation? If so, when?

The description of the project is not adequate. Why wasn't the entire project to Orange County included? You are segmenting the larger project.

Were each of the cities in Orange County officially notified of this NOP?

What are the direct and indirect effects of the project on the environment?

The documents must give due consideration to
a) relevant specifics to the area
b) resources involved
c) physical changes
d) alterations to ecological systems
e) health and safety problems caused by changes
f) the effects on other aspects of the resource base, such as water, scenic quality, and public services
g) changes induced in population distribution, population concentration, and the human use of the land, including commercial and residential development

The documents must analyze any significant environmental effects the project might cause by bringing development and people into the area affected.

How will the growth-inducing impacts tax existing community services?

Where several measures are available to mitigate an impact, each should be identified. These measures must be fully enforceable.

Economic and social impacts on dividing a community must be included.

How does the project meet all civil rights and environmental justice requirements?

What reason requires you to have off/on ramps closer to each other than three miles?

The area south of the SJWA has way too many. What other impacts will be caused to the SJWA, Lake Perris, Lake Mathews Reserve and the SKR reserves?

Why can't the proposed road be moved to the southern border of the SJWA?

What limit will be put on commercial pole signs from commercial areas within two miles of the SJWA, Lake Perris, and Lake Mathews Reserve?

Please keep the Moreno Valley Group of the Sierra Club informed of all future meetings and related documents. Please send a hard copy of the Draft EIR/EIS as well as all maps in a size easily read and understood by the general public to the address listed below.
Sincerely,

George Hague
Conservation Chair
Moreno Valley Group of the Sierra Club
26711 Ironwood Avenue
Moreno Valley, California 92555-1906
Phone: 909-924-0816
Fax: 909-924-4185

This page intentionally left blank

70186

SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL® Company

Raymond F. Hicks
Region Manager
Public Affairs Department

December 20, 2004

RECEIVED
DEC 20 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Ms. Cathy Betchel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Subject: Notice of Preparation for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project

Dear Ms. Betchel:

There is no indication from the packet of any specific impacts to the Southern California Edison (SCE) facilities.

One statement on pages ten and eleven, "Potential impacts to public utilities include direct impacts where the transportation improvements may require relocation of existing facilities." Due to scheduling requirements of our projects, and the upgrading of our transmission and distribution system, we request to meet with your planners as soon as the POTENTIAL IMPACTS to our system are identified.

Since the project does impact SCE facilities or its land related rights, please forward five (5) sets of plans depicting SCE's facilities and associated land rights to the following location:

Real Estate Operations
Southern California Edison Company
14799 Chestnut Street, Westminster, CA 92683

Within 10 days after receiving the plans, the developer or their agent will be contacted by a representative from Real Estate Operations.

Thank you,

Ray Hicks

Ray Hicks
Region Manager
Southern California Edison
1351 East Francis St.
Ontario, CA 91761-5715
909-930-8446/PAX 16446
Fax 909-930-8407
raymond.hicks@sce.com

B.1.9.2.1

This page intentionally left blank

70248 CB, GQ

SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL® Company

RECEIVED
DEC 27 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Robert Lopez
Region Manager

December 17, 2004

Ms. Cathy Bechtel, Project Planner
Riverside County Transportation Commission
4080 Lemon Street, 3th Floor
Riverside, CA. 92502

Subject: **Mid County Parkway Corridor Project**

Dear Ms. Bechtel:

Thank you for including the Southern California Edison Company (SCE) in the review process for the above-referenced document.

The **Mid County Parkway Corridor** project is located within the service territory of SCE and the electric loads of the project are within the parameters of the overall projected growth which we are planning to meet in this area. Unless the demand for electrical generating capacity exceeds our estimates, and provided that there are no unexpected outages to major sources of electrical supply, we expect our facilities to be sufficient to meet electrical requirements for the next several years.

The relocation, reconstruction, extension or under grounding of SCE's electrical distribution system which may be necessitated by activities within the proposed project area will be performed by SCE in accordance with SCE's effective Tariff Schedules approved by and filed with the California Public Utilities Commission (CPUC).

In June 1994, the CPUC adopted General Order 131-D, which requires the CPUC to take an active role in the review and approval of investor-owned utility construction projects involving facilities between 50 and 200kV. While the CPUC has always had jurisdiction over these projects, it now requires formal CEQA environmental review of those projects by the CPUC, if they could have potentially significant impacts on the environment, unless a recognized exemption from CPUC review applies. If the **Mid County Parkway Corridor** project requires the relocation of sub-transmission and/or transmission facilities and compliance with G.O. 131-D, inclusion of the SCE facilities in the City's CEQA environmental review could qualify as such an exemption and expedite completion of the environmental review.

Therefore, in the event the project impacts SCE facilities or its land-related rights, please forward five (5) sets of plans depicting SCE's facilities and associated land rights to the following location:

Real Estate Operations
Southern California Edison Company
14799 Chestnut Street, Westminster, CA 92683

Within 10 days after receiving the plans, the developer or its identified agent will be contacted by a representative from Real Estate Operations.

If you have any questions or need additional information, please do not hesitate to contact me at 909-928-8208.

Very truly yours,

Robert Lopez
Region Manager

26100 Menifee Road
Romoland, CA 92585-9752
951-928-8208
Fax 951-928-8308
robert.lopez@sce.com

B.1.9.2.1

This page intentionally left blank

INDIVIDUALS

This page intentionally left blank

From: Cathy Bechtel [CBECHTEL@rctc.org]
Sent: Thursday, December 16, 2004 10:20 AM
To: Andrea.Zullo@lsa-assoc.com; Rob.Mccann@lsa-assoc.com
Subject: Fwd: Re: Mid County Parkway

comment on MCP

>>> Debbie Murataya <djmurataya@yahoo.com> 12/14/2004 10:30:15 AM >>>
I am concerned about my home also. I live on Cajalco and Hollis - I've only owned my home for 9 months now and was never told about this "freeway". I don't want to lose my home. I would like to make improvements in the house, that's why I bought it but not even being able to plan has caused me great grief. Do I fix it or not? Do I build my garage or not? Hell, why should I do anything it you are going to just take it from me when and if you choose to? And if I don't do anything and the freeway doesn't pass then I've just wasted several years of my time. I sure would like a better time line than maybe in 2007. It seems ridiculous to expect people to put their whole lives on hold for a project that doesn't even make sense to anyone.

Please explain to me how making Cajalco a freeway (or "parkway" as you call it) will improve anything. The traffic that comes down Cajalco has to go somewhere and I don't see it going onto the 15 with any ease.
It seems that some improvement to Cajalco is needed but a 6 to 10 lane road? That doesn't make any sense to anyone. Even if you widen the 15 it cannot withstand 3 or more lanes of traffice going onto it.

I tried to get to the second scoping meeting but you guys planned it at a school with an address that I could not map. I searched for the school but never did find it. I almost feel like these meetings are planned at your convenience and not for the folks that need to attend. And having them at the holidays is not fair either.

There is several pieces of property for sale and recently sold along Cajalco right next to my home.
The county has allowed permits to build and one of the homes was just sold. How can the County allow this to happen when the property is going to be bought back within a few years? Will I but able to get a permit to build my garage? If I do, will I be compensation if and when I have to vacate?

These are my questions and concerns. Your web site does not address anything of concern to the residents of the area.

Any help in understanding the logic and a better time frame will be greatly appreciated.

--- Cathy Bechtel <CBECHTEL@rctc.org> wrote:

> Sorry for the delayed response. We had a terrific turnout at the
> Eagle Glen meeting--about 100-120 folks. Most seemed to be concerned
> with traffic increases on the I-15 due to the Mid County Parkway
> (MCP). I explained that we are being required by the Federal Highway
> Administration and Caltrans to study the projected traffic increases
> generated by the MCP and would not be given required approvals unless
> we could prove that we were planning adequate improvements to the
> I-15. I also noted that in the recently reauthorized Measure A half
> cent sales tax that funding was included to widen I-15 and make
> improvements to the
> I-15/SR91 connector.
>
> Residents also expressed concern about needed acquisitions in the area
> (whether their homes were going to be taken). I explained that the
> specific alignments wouldn't be final until the conclusion of the
> EIR/EIS document and the receipt of the approvals from FHWA--those are
> expected in December 2007.
>
> Hope this background helps.
>

> >>> Debbie Murataya <djmurataya@yahoo.com> 12/8/2004
> 2:35:34 PM >>>
> Can I please get an update from last night's meeting?
>
> _____
> Do You Yahoo!?
> Tired of spam? Yahoo! Mail has the best spam protection around
> http://mail.yahoo.com
>

_____
Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around http://mail.yahoo.com

United States Department of the Interior
BUREAU OF LAND MANAGEMENT
Palm Springs-South Coast Field Office
690 West Garnet Avenue
P.O. Box 581260
North Palm Springs, CA 92258-1260
(760) 251-4800 Fax (760) 251-4899

Visit us on the Internet at
www.blm.gov/ca/palmsprings/

TAKE PRIDE IN AMERICA

OCT 12 2007

IN REPLY REFER TO:
1610
(CA660.62)

RECEIVED
OCT 15 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Mr. Eric Haley
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, California 92502-2208

Dear Mr. Haley:

Thank you for notifying the Bureau of Land Management about the proposed Mid County Parkway Project. The BLM Palm Springs-South Coast Field Office has received the Supplemental Notice of Preparation for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project, SCH#2004111103.

The Bureau of Land Management (BLM) has reviewed the Notice and would like to comment on the "alternative alignments" which specifically show encroachment onto BLM administered public lands. The BLM manages 14 parcels of public lands that would be affected by the proposed action and alternatives. These parcels are currently managed for the protection of sensitive species under the Stephens' Kangaroo Rat Habitat Conservation Plan and the Western Riverside County Multiple Species Habitat Conservation Plan. Oversight for these Habitat Conservation Plans is carried out by the Riverside County Habitat Conservation Agency (RCHCA) and the Western Riverside County Regional Conservation Authority (RCA) in cooperation with the BLM.

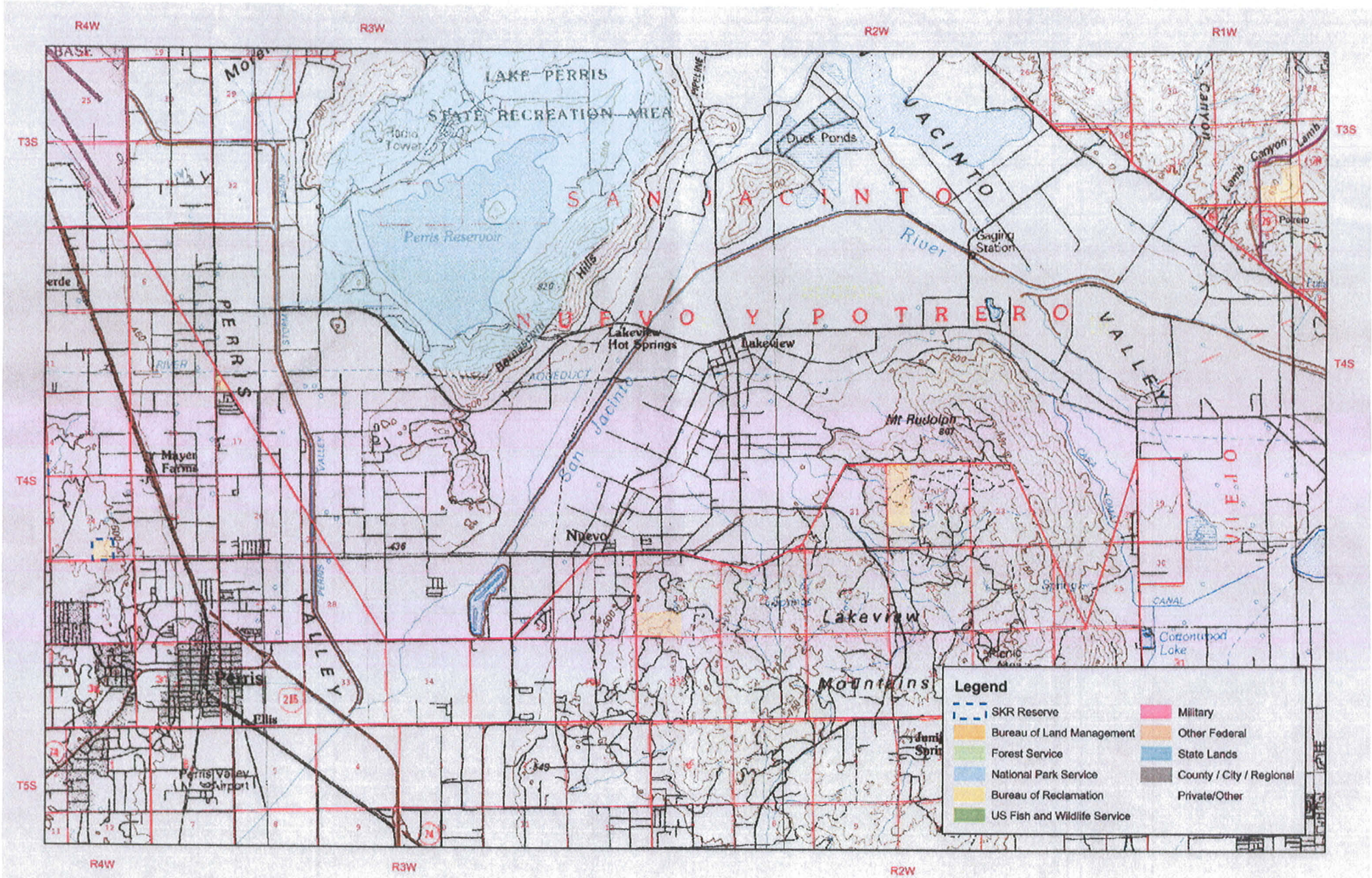
Based on our agreements under the Steven's Kangaroo Rat (SKR) Habitat Conservation Plan, the proposed Mid County Parkway Project and any alternatives being considered would need to stay outside of the BLM administered public lands. We have enclosed a map for your reference.

Also, the BLM would like to see the public lands incorporated into future planning documents.

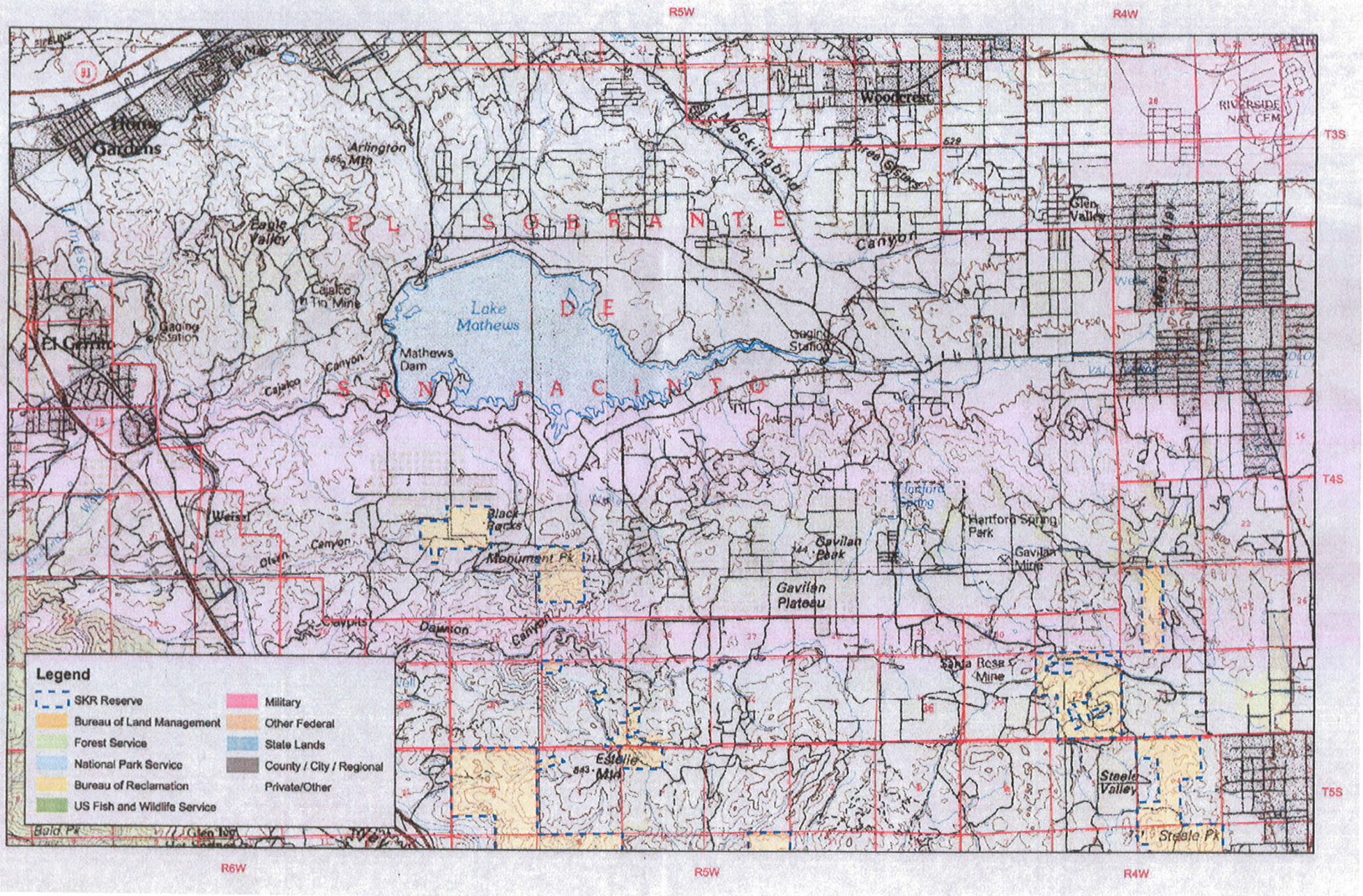
If you have any additional questions, do not hesitate to contact Diane Gomez, of my staff at (760) 251-4852. Thank you for the opportunity to comment on this proposed project.

Sincerely,

John Kalish
Field Manager


R4W
R3W
R2W
R1W
T3S
T4S
T5S
LAKE PERRIS
STATE RECREATION AREA
Perris Reservoir
Duck Ponds
SAN JACINTO
River
NUEVO Y POTRERO VALLEY
Lakeview
Hot Springs
Lakeview
Mt Rudolph
Nuevo
Lakeview
Mountains
Perris
Ellis
Perris Valley Airport
Mayer Farms
San Jacinto
Gaging Station
Potrero
Lamb Canyon
Canyon
Coronado Lake
CANAL
Legend
SKR Reserve
Bureau of Land Management
Forest Service
National Park Service
Bureau of Reclamation
US Fish and Wildlife Service
Military
Other Federal
State Lands
County / City / Regional
Private/Other

This page intentionally left blank


R5W
R4W
T3S
T4S
T5S
R6W
EL SOBRANTE
SAN JACINTO
Lake Mathews
Mathews Dam
Woodcrest
Riverside Nat Cem
Arlington Mtn
Eagle Valley
Cajalco Tin Mine
Cajalco Canyon
Gaging Station
El Cerrito
Mockingbird Canyon
Three Sisters
Glen Valley
Weiser Canyon
Black Rocks
Monument Pk
Gavilan Peak
Gavilan Plateau
Hartford Spring Park
Gavilan Mine
Eucalyptus
Dawson Canyon
Santa Rosa Mine
Estelle Mtn
Steele Valley
Steele Pk
Bald Pk
Glen Ivy
Legend
SKR Reserve
Bureau of Land Management
Forest Service
National Park Service
Bureau of Reclamation
US Fish and Wildlife Service
Military
Other Federal
State Lands
County / City / Regional
Private/Other

This page intentionally left blank

81391 CB, GQ, MM, HS, SK

California Regional Water Quality Control Board
Santa Ana Region

Linda S Adams
Secretary for
Environmental Protection

3737 Main Street Suite 500 Riverside California 92501-3348
Phone (951) 782-4130 • FAX (951) 781-6288 • TDD (951) 782-3221
www waterboards ca gov santana

Arnold Schwarzenegger
Governor

RECEIVED
AUG 16 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

August 15 2007

Ms Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street 3rd Floor
P O Box 12008
Riverside CA 92502-2208

Re COMMENTS ON SUPPLEMENTAL NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) FOR THE MID COUNTY PARKWAY PROJECT SCH#2004111103

Dear Ms Bechtel

Consistent with requirements associated with the Caltrans Statewide Storm Water Permit (Order No 99-06-DWQ NPDES No CAS000003) on whichever alternative becomes the chosen alignment this Regional Board will expect to see implementation of post-construction permanent treatment Best Management Practices applied to discharges of storm water and authorized non-storm water runoff on 100% of the project Incorporation of these BMPs will need to be addressed early in the design stages to be sure that adequate right of way is allocated to accommodate space requirements

If you have any questions regarding these comments please contact Bob Whitaker at (951) 782-4993 or bwhitaker@waterboards ca gov

Sincerely

Bob Whitaker
Sanitary Engineering Associate
Santa Ana Regional Water Quality Control Board

This page intentionally left blank

California Native Plant Society

Riverside/San Bernardino Chapter

August 31, 2007

Cathy Bechtel

Mid County Parkway Project Manager
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

RE: Comments on the NOP for the Mid County Parkway EIR.

Dear Ms. Bechtel,

The California Native Plant Society (CNPS) is a non-profit organization of more than 10,000 laypersons and professional botanists organized into 32 chapters throughout California. The mission of the California Native Plant Society is to increase understanding and appreciation of California's native plants and to conserve them and their natural habitats, through education, science, advocacy, horticulture and land stewardship. The CNPS has been very involved in the conservation of native plants in Riverside County for years, and based on our experience, we offer the suggestions for preparation of the EIR for the Mid County Parkway Project.

The areas proposed to be traversed by Mid County Parkway are diverse in topography, underlying geology, and soil types. The underlying hydrology is also complex and numerous springs and watercourses crisscross the area. The result is a diversity of upland and wetland habitats that support a rich diversity of native plants and animals. The proposed project area is known to be rich in sensitive habitats such as Riversidean Sage Scrub and sensitive species, spanning from State and Federal Species of Concern to Federally Threatened and Federally Endangered species. The project area also houses designated habitat/wildlife reserves, including private and quasi-public core reserves for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and Stephen's Kangaroo Rat Habitat Conservation Plan (SKRHCP) which could be negatively impacted by the development of a parkway, especially in those areas that currently have no public roads. The project area supports populations of rare plants such as Munz' onion, many-stemmed dudleya, California chocolate lily, large-leaved filaree, Coulter's goldfields, and rare/sensitive animals, such as California gnatcatcher, Stephen's Kangaroo Rat, bobcat, mountain lion, burrowing owl, least Bell's vireo, and southern willow flycatcher. The Mid County Parkway alternatives, such as Alternative 9, that traverse through or adjacent to boundaries of conserved lands and open space are likely to be more destructive to habitat and sensitive species of plants and animals than other alternatives. The EIR needs to fully address both the direct, indirect, and cumulative impacts of construction and use phases of the Mid County Parkway alternatives.

Roads through wildlands are known to increase fire frequency, illegal dumping, off-road vehicle use, nitrogen deposition, weed dispersal, light pollution, and death of animals. It is important that each alternative be studied thoroughly for impacts to conserved habitat, critical habitat, and the dispersal corridors between habitat areas that are critical to the long-term sustainability of populations. The change in hydrology should also be considered. Changes in ground water level and flow can seriously impact plant communities and the wildlife that depend on plants.

Focused surveys of all sensitive species shown in the California Natural Diversity Database for this area should be done within MSHCP criteria cells, core reserves, and other reserves that could be impacted both directly and indirectly by the project. Fragmentation of habitat and blocking of dispersal corridors can impinge on the viability of populations and the effectiveness of existing HCP's. There should be a rigorous analysis how population viability could be affected by the projected reduction in dispersal capabilities of plants and animals.

The potential impacts to research and study areas that have a history of providing information critical to conservation of habitats and species also needs to be done. Reserves that are used for teaching and research are extremely valuable. The University of California Motte Rimrock Reserve and its programs could be severely impacted by Alternative 9.

Thank you for the opportunity to provide these comments. We request that the EIR address these issues and provide for an alternative that minimizes the destruction of preserved natural communities and habitat connectivity. Preservation of core reserves and dispersal corridors is critical to the sustainability of wild populations of plants and animals. We also request that creative solutions be examined to mitigate impacts, including the use of large flyways and bridges that allow free and safe movement of wildlife. If you have questions, please contact me at montalvo@ucr.edu or 951.781.7346.

Sincerely,

Arlee Montalvo

Arlee Montalvo, PhD
Conservation Committee Chair
California Native Plant Society
Riverside/San Bernardino Chapter
4477 Picacho Drive
Riverside, CA 92507

---

cc: Marion Ashley
County Supervisor, District 5
County Administrative Center
4080 Lemon Street - 5th Floor
Riverside, California 92501

Bob Buster,
County Supervisor, District 1
County Administrative Center
4080 Lemon Street - 5th Floor
Riverside, California 92501

Tom Mullen
Director
Western Riverside County
Regional Conservation Authority
4080 Lemon Street, Twelfth floor
Riverside, CA 92501

P2302

81604 CB, GQ, MM

CITY OF PERRIS

DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200
TEL.: (951) 943-5003 FAX: (951) 943-8379

RECEIVED
SEP 05 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

August 31, 2007

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, Third Floor
PO Box 12008
Riverside CA, 92502-2208

NOTICE OF PREPARATION FOR THE DRAFT EIS/EIR ON THE MID-COUNTY PARKWAY CORRIDOR PROJECT

Dear Ms. Bechtel:

Thank you for including the City of Perris as a Responsible Agency regarding the preparation of a joint Environmental Impact Statement/Environmental Impact Report for the Mid-County Parkway Corridor project. The City of Perris welcomes the addition of this important transportation facility in north Perris. Staff has reviewed your Notice of Preparation and respectfully submits the following comments:

1. **Previous NOP Comment Letter.** A previous comment letter was provided to RCTC in December of 2004, regarding the original Notice of Preparation. This letter is attached, as many of the comments made therein are still relevant. However, staff notes that this letter expresses support for the "Northern Alignment" which was to follow Ramona Expressway just south of Lake Perris. In acknowledgment of several regulatory, commercial, and environmental issues, the City Council has since rescinded support for this alignment.

2. **Council Resolution 3767.** In rescinding support for the Northern Alignment, the City Council adopted Resolution 3767 (also attached). This Resolution specifies that selection of the preferred alignment through the City of Perris should be based on the following principles regarding location, design and construction:

   A. The Mid County Parkway shall improve circulation for North Perris industrial and commercial land uses, and assist in the economic growth of the City.

   B. Potential noise and aesthetic impacts shall be addressed by constructing the facility below grade between Interstate 215 and the Perris Valley Storm Drain.

   C. Interchanges shall be provided at the I-215, Perris Boulevard, and Evans Road.

   D. The following measures are necessary to ensure that the facility does not disrupt the flow of local traffic or create a significant physical barrier within the community:

B.01.09.02.01

- Over-crossings shall be constructed for Indian Street, Perris Boulevard, and Redlands Avenue. Such over-crossings shall include provisions for pedestrians and bicyclists.

- A two-lane (66 foot ROW) I-215 frontage road shall be maintained between Nuevo Road and Ramona Expressway.

- The frontage road shall connect with Placentia Street, which shall remain open to local traffic between the I-215 and Murrieta Road.

E. Drainage improvements shall be constructed according to Master Drainage Plans. Any adjustments or modifications to Master Drainage Plans made necessary by the Mid County Parkway shall be funded and coordinated by the RCTC.

F. A bridge shall be constructed over the Perris Valley Channel. Other crossings over existing or proposed drainage channels shall be made in accordance with the aforementioned Master Drainage Plans.

G. The City reserves the right to add any other design features that will assist in mitigating potential adverse impacts of the proposed Mid County Parkway.

Thank you for the opportunity to comment on this important project. If you have any questions or comments about the information contained herein, please call me at (951) 943-5003 extension 272. Thanks again for your consideration of these comments.

Sincerely,

Brad Eckhardt,
Planning Manager
Development Services Department

cc: CM, ACM, CA, CE

Attachments: Previous Comment Letter
Resolution 3767

CITY OF PERRIS

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200
TEL.: (951) 943-5003 FAX: (951) 943-8379

December 17, 2004

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, Third Floor
PO Box 12008
Riverside CA, 92502-2208

NOTICE OF PREPARATION FOR THE DRAFT EIS/EIR ON THE MID-COUNTY PARKWAY CORRIDOR PROJECT

Dear Ms. Bechtel:

Thank you for including the City of Perris as a Responsible Agency regarding the preparation of a joint Environmental Impact Statement/Environmental Impact Report for the Mid-County Parkway Corridor project. The City of Perris welcomes the addition of this important transportation facility in north Perris. Staff has reviewed your Notice of Preparation and respectfully submits the following comments:

1. **Previous Public Involvement.** Page 2 of the Notice of Preparation (third paragraph in the Background section) notes previous public involvement regarding adverse impacts to existing communities for the alternatives located north of Lake Mathews. However, this section does not convey similar public comment regarding alignment alternatives within the City of Perris.

   The City of Perris is on record as supporting the north alignment (Alternatives 2, 4 and 6, as identified in the NOP). The City has made this position clear at RCTC Board Meetings and Technical Advisory Committee Meetings. In November 2004, the City Council passed a Resolution in support of the north alignment. This resolution was intended to reduce any remaining uncertainty for local residents, government agencies, and the development community.

2. **San Jacinto River Plan.** The floodplain evaluation should consider future implementation of the San Jacinto River Plan. The River Plan is a collective endeavor between the Riverside County Flood Control District, City of Perris, and multiple land development companies with property located in the lower San Jacinto River floodplain (between Ramona Expressway and Railroad Canyon). The plan is intended to mitigate flood hazards associated with the Perris Valley Storm Drain and San Jacinto River floodplains, preserve or enhance the diverse biological resources of the corridor, and allow for responsible growth and development.

   Any proposed crossing of these waterways should recognize the provisions of this plan, and comply with its contents.

3. **Community Impacts.** This section appropriately devotes substantial attention to potential impacts on local communities. The City of Perris is particularly concerned with the potential of the southern alignment to physically divide a large resident population (approximately 3,750 new and developing single-family dwellings in the May Ranch, Villages of Avalon and New Horizons planned communities) from various City services such as shopping, recreation and education. In addition to dividing the community, it is our concern that the proposed southern alignment would negatively impact other existing residential and educational land uses along the planned corridor, eliminate an existing industrial park, adversely impact an existing retail center potentially inciting retail flight, and obstruct the flow of traffic in a north south direction.

4. **Impact to Local Streets.** Currently, vehicle trips within the City of Perris flow relatively unimpeded in a north-south direction between the Ramona Expressway and I-215. These facilities serve as existing edges that funnel traffic into specific crossings. The proposed northern alignment would reinforce these existing travel patterns without creating a new obstruction. The Southern alignment could create routing distortions within existing travel patterns, making it costly for the City to adjust roadways and other transportation systems to accommodate these trips. The City requests that a detailed study of impacts to local streets be included in the EIR/EIS.

5. **City of Perris General Plan 2030.** The City of Perris is nearing completion of a three year effort to update the City's General Plan. The public comment period for General Plan EIR has expired and public hearings are scheduled for February and March of 2005. As part of this effort, the City has created a Special Study Area Overlay along the proposed northern alignment which recognizes the future development of a Mid-County Parkway and the need to create flexible land use categories for the special circumstances afforded by parkway interchanges. It is intended that the large commercial/industrial parcels along the northern alignment would create highly marketable properties for premier tenants in search of increased exposure. By contrast, the interchanges along the planned southern alignment are approved for single-family homes at one location and developed with a mobile home park at another.

Thank you for the opportunity to comment on this important project. If you have any questions or comments about the information contained herein, please call me at (951) 943-5003 extension 272. Thanks again for your consideration of these comments.

Sincerely,

Brad Eckhardt, Project Planner

cc: Hector Apodaca, City Manager
Olivia Gutierrez, Community Development Director
Habib Motlagh, City Engineer

RESOLUTION NUMBER 3767

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RESCINDING THE "NORTH PERRIS ALIGNMENT" AS THE PREFERRED ALTERNATIVE FOR THE MID COUNTY PARKWAY

WHEREAS, the City Council of the City of Perris ("City") recognizes the need to accommodate the growing regional east-west movement of traffic between and through San Jacinto, Perris and Corona that is due in part to the substantial population and employment growth in western Riverside County; and

WHEREAS, on November 9, 2004, the City of Perris adopted Resolution Number 3333, formally designating the "North Perris Alignment" as the preferred alternative for the future Mid County Parkway within the City of Perris; and

WHEREAS, said Resolution mandated that new development within this corridor be required to set aside land for development of the Mid County Parkway; and

WHEREAS, the City acknowledges that certain regulatory, commercial and environmental issues have arisen since adoption of Resolution Number 3333 that affect the viability of the Northern Alignment; and

WHEREAS, the Riverside County Transportation Commission ("RCTC") has designated a study area for the proposed Mid County Parkway, which encompasses several alternate alignments through the City of Perris; and

WHEREAS, the City desires to formally notify the lead agency, RCTC, of the City's willingness to consider alternate alignments, provided that these alignments are in keeping with local policies as set forth in this Resolution, and provided that RCTC considers a "no project alternative."

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Perris as follows:

Section 1. The above recitals are all true and correct and are incorporated herein by reference.

Section 2. The City Council hereby rescinds Resolution Number 3333, adopted November 9, 2004, which designated the "North Perris Alignment" as the locally preferred alternative for the Mid County Parkway.

Section 3. The City Council finds that all previously approved developments within the North Perris Alignment which were conditioned to preserve sufficient right-of-way for the Mid County Parkway are no longer subject to such development constraints.

Section 4. The City Council further determines that whichever alignment of the Mid County Parkway is ultimately identified as the locally preferred alternative shall adhere to the following local policies regarding its location, design and construction:

A. The Mid County Parkway shall improve circulation for North Perris industrial and commercial land uses, and assist in the economic growth of the City.

B. Potential noise and aesthetic impacts shall be addressed by constructing the facility below grade between Interstate 215 and the Perris Valley Storm Drain.

C. Interchanges shall be provided at the I-215, Perris Boulevard, and Evans Road.

D. The following measures are necessary to ensure that the facility does not disrupt the flow of local traffic or create a significant physical barrier within the community:

1. Over-crossings shall be constructed for Indian Street, Perris Boulevard, and Redlands Avenue. Such over-crossings shall include provisions for pedestrians and bicyclists.

2. A two-lane (66-foot right-of-way) I-215 frontage road shall be maintained between Nuevo Road and Ramona Expressway.

3. The frontage road shall connect with Placentia Avenue, which shall remain open to local traffic between the I-215 and Murrieta Road.

E. Drainage improvements shall be constructed according to Master Drainage Plans. Any adjustments or modifications to Master Drainage Plans made necessary by the Mid County Parkway shall be funded and coordinated by the RCTC.

F. A bridge shall be constructed over the Perris Valley Channel. Other crossings over existing or proposed drainage channels shall be made in accordance with the aforementioned Master Drainage Plans.

G. The City reserves the right to add any other design features that will assist in mitigating potential adverse impacts of the proposed Mid County Parkway.

Section 5. The City Council hereby requests RCTC to consider all remaining alternatives for the Mid County Parkway, including a "no project alternative."

Section 6. The City Council declares that should any provision, section, paragraph, sentence or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Resolution shall remain in full force and effect.

Section 7. The Mayor shall sign this Resolution and the City Clerk shall certify to the adoption of this Resolution.

ADOPTED, SIGNED and ***APPROVED*** this 26th day of September, 2006.

Mayor, Daryl R. Busch

ATTEST:

City Clerk, Judy L. Haughney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF PERRIS)

I, Judy L. Haughney, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number 3767 was duly and regularly adopted by the City Council of the City of Perris at a regular meeting thereof held the 26th day of September, 2006, and that it was so adopted by the following called vote:

AYES: Yarbrough, Landers, Motte, Rogers, Busch
NOES:
ABSENT:
ABSTAIN:

City Clerk, Judy L. Haughney

P2302

81242 CB, GQ, MM

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

RECEIVED
SEP 24 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

September 12, 2007

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Dear Ms. Bechtel:

NOTICE OF PREPARATION, SUPPLEMENTAL NOP OF AN EIR AND EIS FOR THE MID COUNTY PARKWAY PROJECT, SCH #2004111103, "RIVERSIDE" (FFER #200700197)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

LAND DEVELOPMENT UNIT:

1. This project is located entirely in the County of Riverside; therefore the Riverside County Fire Department (Cal Fire) and various city fire departments in which portions of this project might fall within their jurisdiction will be setting conditions. This project is located in close proximity to the jurisdictional area of the County of Los Angeles Fire Department. However, this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the County of Los Angeles Fire Department.

B.01.09.02.01

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Final Environmental Impact Report.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

JOHN R. TODD, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

JRT:lc

81492 CB, GQ, MM, EH

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
DISTRICT DIRECTOR, MS 1201
ENVIRONMENTAL PLANNING, MS 1222
464 WEST 4TH STREET, 6TH FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-4055
FAX (909) 383-6239
TTY (909) 383-6300

RECEIVED
AUG 24 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Flex your power!
Be energy efficient!

August 20, 2007

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Subject: Supplemental Notice of Preparation for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid-County Parkway Project, SCH#2004111103

Dear Ms. Bechtel:

The California Department of Transportation (Caltrans), in cooperation with the Federal Highway Administration and Riverside County Transportation Commission, has been involved in development of the range of alternatives. This letter is to acknowledge that Caltrans is in agreement with the refinements made to the suite of alternatives for the subject project.

If you have any questions about this review, please contact Marie Petry, Environmental Studies Support B, at (909) 383-6239.

Sincerely,

MICHAEL A. PEROVICH
District Director

c: Eric Haley, Executive Director, Riverside County Transportation Commission

This page intentionally left blank

P2302

81512 CB, MM, GQ

ENDANGERED HABITATS LEAGUE

DEDICATED TO ECOSYSTEM PROTECTION AND SUSTAINABLE LAND USE

August 23, 2007

RECEIVED
AUG 27 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Cathy Bechtel
Riverside County Transportation Commission
PO Box 12008
Riverside, CA 92502-2208

RE: Supplemental NOP for the Mid County Parkway Project – *ADDITIONAL COMMENTS*

Dear Ms. Bechtel:

The Endangered Habitats League appreciates the opportunity to provide additional comment on this project.

Multimodal transportation should be an integral part of the planning, design, and construction on this project. Specifically, the facility should accommodate immediate or future bus rapid transit (BRT) lanes, as well as potential rail lines. Connections should be anticipated within Riverside County and regionally with systems in Los Angeles, Orange, San Diego, and San Bernardino Counties.

Please retain EHL on all mailing, distribution, and hearing notices for this project.

Sincerely,

Dan Silver
Executive Director

8424-A SANTA MONICA BLVD., #592, LOS ANGELES, CA 90069-4267 ♦ WWW.EHLEAGUE.ORG ♦ PHONE 213.804.2750 ♦ FAX 323.654.1931

This page intentionally left blank

81322 CB, GQ, MM, HS

ENDANGERED HABITATS LEAGUE

DEDICATED TO ECOSYSTEM PROTECTION AND SUSTAINABLE LAND USE

August 3, 2007

RECEIVED
AUG 09 2007
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Cathy Bechtel
Riverside County Transportation Commission
PO Box 12008
Riverside, CA 92502-2208

RE: Supplemental NOP for the Mid County Parkway Project

Dear Ms. ~~Bechtel~~ Cathy:

The Endangered Habitats League appreciates the opportunity to comment on this document.

1. Environmentally superior alternatives, specifically routes north of Lake Mathews, should not be discarded prematurely for reasons of political expediency. Displacement of structures by highway construction is common historic and current practice in Southern California and is hardly infeasible. The DEIR/EIS must fully evaluate such alternatives.

2. MSHCP consistency must be assured.

3. Routes that avoid harm to important existing conservation resources like the MWD HCP Reserve should be fully evaluated. It is noteworthy that this reserve is itself mitigation for other impacts.

4. The current Riverside County circulation element, such for Cajalco Road, is not sacrosanct, and must not be wholly deferred to. Indeed, the final configuration and function of the Mid County Parkway may render parts of that projected road system obsolete or needing substantial modification. An optimal balance between habitat and transportation may require modification of the County circulation element in the next General Plan update, which is coming up in 2008.

Please retain EHL on all mailing, distribution, and hearing notices for this project.

Sincerely,

Dan Silver
Executive Director

8424-A SANTA MONICA BLVD., #592. LOS ANGELES. CA 90069-4267 ♦ WWW.EHLEAGUE.ORG ♦ PHONE 213.804.2750 ♦ FAX 323.654.1931

This page intentionally left blank

81523 CB, GQ, MM, HS

Fax

Name: Cathy Bechtel

Organization: Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Fax: (951) 787-7920

Phone: (951) 787-7141

From: Ann L. Turner-McKibben, President
Friends of the Northern San Jacinto Valley

Date: August 22, 2007

Subject: **Supplemental Notice of Preparation for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project, SCH#2004111103**

Pages: 3, Including cover sheet

Ann L. Turner-McKibben, President
Friends of the Northern San Jacinto Valley
P.O. Box 9097
Moreno Valley, CA 92552-9097
(951) 924-8150
e-mail: northfriends@northfriends.org

This page intentionally left blank

FRIENDS OF THE NORTHERN SAN JACINTO VALLEY
P.O. Box 9097
Moreno Valley CA 92552-9097

August 27, 2007

Via e-mail and FAX

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside CA 92502-2208

Dear Ms. Bechtel:

Re: Supplemental Notice of Preparation for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project, SCH # 2004111103

Our review of the July 30, 2007, Supplemental Notice of Preparation (NOP) revealed several deficiencies requiring correction in the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS). The Riverside County Transportation Commission (RCTC) prior NOP maps and project site aerial photographs, as well as those included in the Supplemental NOP, do not delineate the boundaries of significant park and wildlife conservation lands which will be impacted by the Project. It is particularly important to show the boundaries of the Multi-Species Habitat Conservation Plan (MSHCP) conservation lands at the San Jacinto Wildlife Area and the Lake Mathews MSHCP lands. The DEIR/EIS must adequately inform the public as to the relative impact the various project alternatives will have on these MSHCP conservation lands. This analysis also must demonstrate compliance with the requirements of Section 4(f) of the U.S. Department of Department of Transportation Act of 1966, which specifies publicly-owned parks, recreation areas, wildlife and waterfowl refuges may not be used for projects that use federal funds, unless their is no feasible and prudent alternative to the use of such land.

We are also disturbed that the Supplemental NOP Table A indicates consultation and coordination with responsible and trustee agencies for the project will be deferred until identification of a "preferred alternative". Both National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) require consultation/coordination with responsible and trustee agencies to be integrated into the environmental document at the earliest possible time and to the fullest extent possible. The Section 7 consultations for threatened and endangered species with the U.S. Fish and Wildlife Service, as well as the state and federal wildlife agency analysis for the MSHCP consistency determination, must be available for public review in the draft environmental document. To do otherwise will deny both the public and responsible/trustee agencies the use and benefit of the information and analysis generated as a result of the NEPA/CEQA process.

The NEPA/CEQA document also needs to include a thorough analysis of the Project's impacts on the MSHCP designated conservation lands. We are particularly concerned about the significant adverse impacts of Parkway noise and light on these sensitive wildlife habitats. Noise and light pollution

generated from the Parkway will in large measure render these lands unsuitable for many species, particularly the nocturnal Stephen's kangaroo rat. This would constitute a "Take" of this federally endangered species. Complete avoidance of noise and light intrusion on the MSHCP conservation lands is the preferred mitigation for these impacts. Should the Parkway intrude into or be situated immediately adjacent to MSHCP lands, we recommend consideration of earthen berms of sufficient stature to prevent unwanted noise and light intrusion into these sensitive wildlife conservation lands.

We also question the function and the utility of three Parkway interchanges (Reservoir, Town Center Boulevard, and Park Center Boulevard) in the northern San Jacinto Valley. These interchanges are depicted as providing both north and south ingress/egress to the proposed parkway. We are particularly concerned regarding impacts to lands north of the present Ramona Expressway as these lands are either MSHCP conservation lands or prime agricultural lands. Parkway interchanges at these locations will conflict with current land uses in the northern San Jacinto Valley and can only hasten their conversion to urban and commercial uses. The conflict of the proposed interchanges with the San Jacinto Wildlife Area conservation lands and the eventual loss of prime agricultural lands due to the proposed construction of these interchanges is a significant project impact which must be thoroughly analyzed and avoided/mitigated in the NEPA/CEQA document.

The Draft EIR/EIS needs to adequately analyze the Parkway crossing at the San Jacinto River. The utility of building a new bridge or alternative reliance on the elevation of the existing Ramona Expressway to accommodate the Parkway across the San Jacinto River floodplain (1975, Riverside County Flood Control Plan) requires specific scrutiny and analysis. In our view, it would be poor public policy to construct a costly bridge structure and then subsequently be required to construct an elevated causeway for flood control purposes, which could also accommodate the future Parkway. The desirability and environmental impacts of either or both alternative means of the crossing the river needs to be clearly disclosed in the Draft EIR/EIS.

Our final concern is that the Draft EIR/EIS give required consideration to Global Warming. Climate change and its adverse environmental impacts are accelerating rapidly. In what ways will this Project directly and cumulatively contribute to this adverse environmental impact? How will this Project mitigate for this adverse environmental impact? Clearly, alternative transportation means also need to be considered to address this problem.

The Friends' December 20, 2004 comments for the initial NOP for this Project are hereby incorporated by reference.

Thank you for the opportunity to express our concerns regarding this project. Please keep the Friends informed of all actions taken, all future public hearings, the Draft EIR/EIS and all documents regarding the planning and funding of the proposed Mid County Parkway project.

Sincerely,

Ann L. Turner McKibben

Ann L. Turner-McKibben, President
(951) 924-8150
e-mail: northfriends@northfriends.org

P2302

81528 CB, GQ, MM

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

RECEIVED
AUG 29 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

August 27, 2007

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon St, 3rd Floor
Riverside, CA 92502-2208

Dear Ms Bechtel:

Thank you for the opportunity to comment on the Supplemental Notice of Preparation (NOP) for the Mid County Parkway Draft EIR/EIS project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

Regarding the categories covered under the Environmental Review Process there is no mention of addressing Global Climate Change impacts from the cumulative Greenhouse Gas emissions associated with the project.

1. The Attorney General of California is using recent legislation such as AB 32 to challenge agencies that have not addressed greenhouse gas reduction measures in their environmental impact reports. The Environmental Review Process should address Global Climate Change in the Project Description, Environmental Setting, Thresholds for Significance, Air Quality Impacts, Mitigation Measures, Cumulative Impacts and Alternatives sections. Rather than a likely legal challenge resulting in a delay and subsequent cost increase of the project, it would be best to reasonably address the Global Climate Change impacts in this report.

Regarding the Transportation/Traffic Category and Community Impacts under the Environmental Review Process, there has been a significant increase in truck traffic into and out of the inland empire as a result of increased industrialization and locating distribution centers for goods to service the growing population.

2. The project should include a detailed analysis and evaluation of existing and future truck transport in and out of the County, as this sector is likely to continue to grow exponentially and have a more significant affect on overall traffic conditions.

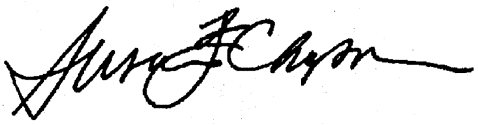
We believe the consideration of the above-mentioned issues will improve the quality and completeness of the document and avoid issues likely to impact the overall schedule for environmental clearance. Metro looks forward to reviewing the Draft

B.01.09.02.01

EIR/EIS. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Draft EIR/EIS to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,



Susan Chapman
Program Manager, CEQA Review Coordination
Long Range Planning

cc: Rob McLean
Chron

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

81509 CB, GQ, MM, HS

August 27, 2007

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon St, 3rd Floor
Riverside, CA 92502-2208

Dear Ms Bechtel:

Thank you for the opportunity to comment on the Supplemental Notice of Preparation (NOP) for the Mid County Parkway Draft EIR/EIS project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

Regarding the categories covered under the Environmental Review Process there is no mention of addressing Global Climate Change impacts from the cumulative Greenhouse Gas emissions associated with the project.

1. The Attorney General of California is using recent legislation such as AB 32 to challenge agencies that have not addressed greenhouse gas reduction measures in their environmental impact reports. The Environmental Review Process should address Global Climate Change in the Project Description, Environmental Setting, Thresholds for Significance, Air Quality Impacts, Mitigation Measures, Cumulative Impacts and Alternatives sections. Rather than a likely legal challenge resulting in a delay and subsequent cost increase of the project, it would be best to reasonably address the Global Climate Change impacts in this report.

Regarding the Transportation/Traffic Category and Community Impacts under the Environmental Review Process, there has been a significant increase in truck traffic into and out of the inland empire as a result of increased industrialization and locating distribution centers for goods to service the growing population.

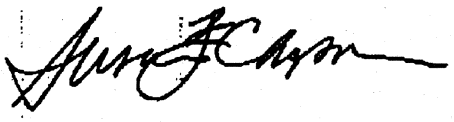
2. The project should include a detailed analysis and evaluation of existing and future truck transport in and out of the County, as this sector is likely to continue to grow exponentially and have a more significant affect on overall traffic conditions.

We believe the consideration of the above-mentioned issues will improve the quality and completeness of the document and avoid issues likely to impact the overall schedule for environmental clearance. Metro looks forward to reviewing the Draft

EIR/EIS. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Draft EIR/EIS to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,



Susan Chapman
Program Manager, CEQA Review Coordination
Long Range Planning

81524 CB, MM, GQ, HS

Fax

Name: Cathy Bechtel

Organization: Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Fax: (951) 787-7920

Phone: (951) 787-7141

From: Michael A. McKibben, Ph.D.

Date: August 28, 2007

Subject: Comments on the Supplemental Notice of Preparation for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project, SCH#2004111103

Pages: 5, including cover sheet

This page intentionally left blank

Aug. 27, 2007

Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Re: Comments on Supplemental NOP for the Mid County Parkway Project

Dear Ms. Bechtel:

I have been a resident of Moreno Valley since 1985, and have been a Geologist at U.C. Riverside since 1984. Prior to that I was a resident of Riverside from 1971-1979. I would like to make comments on the NOP for the Mid County Parkway Project.

Seismic, liquefaction, subsidence and flood hazards in the project area will have significant impacts and must be evaluated and mitigated in the project EIR. These evaluations must go beyond simple compilations of state Alquist-Priolo zone maps for seismic hazards and simple compilations of the FEMA flood zone maps, many of which are more than a decade out of date. More recent literature data must be incorporated.

Public health and safety, especially with regard to the planned construction of infrastructure, cannot be achieved (mitigated to a reasonable level) by hazard maps that are incomplete, inaccurate and seriously out of date. Scientific advances in our knowledge of geotechnical hazards occur quickly, and the information in the EIR must be kept up to date with such advances.

Alquist-Priolo guidelines and legislation *require* that plans by lead agencies include analysis based not only on the existing hazard map zones, but also on all other relevant published information on faults and hazards inside and *outside* of those map zones. This is because many recent deadly seismic events have occurred on faults that were not yet officially zoned by the state, or were not recognized to be active (Hart, 1992). The recent Landers, Northridge, Hector Mine and Napa Valley earthquakes are good examples.

Specific geotechnical hazards that should be evaluated and mitigated are:

1) seismic shaking/liquefaction and roadway/overpass uniform building codes.
2) proximity to the active San Andreas, Casa Loma, San Jacinto, Farm Road and Elsinore faults.
3) Landslides, head scarps and creep along Gilman Springs Road, Davis Road, and Ramona Expressway.
4) subsidence, ground cracks and liquefaction around San Jacinto Valley and Perris Lake.
5) flooding and liquefaction related to rupture and leakage of Perris Dam.
6) the growing size of Mystic Lake (map from Morton and Miller, 2006, attached).
7) the state's existing emergency response plan for a major earthquake.

The following publications address these hazards, and must be evaluated in the EIR:

FEMA, 2007, HAZUS: Guide to Using HAZUS for Mitigation.
http://www.fema.gov/plan/prevent/hazus/dl_hazmit.shtm

FEMA, 2007, HAZUS: Flood Information Tool (FIT).
http://www.fema.gov/plan/prevent/hazus/hz_fit.shtm

Hart, E.W., 1992, Fault-rupture hazard zones in California; Calif. Div. Mines and Geol., Special Publ. 42, 32 pp.

Morton, D.M., 1977, Surface deformation in part of the San Jacinto Valley, southern California; Jour. Research U. S. Geological Survey, Vol. 5, No. 1, p. 117-124.

Morton, D.M., 1992, Subsidence and ground fissures in the San Jacinto basin area, southern California; Abstracts and Summary, U.S.G.S. Subsidence Interest Group Conference, Edwards Air Force Base, Antelope Valley, Nov. 18-19, p. 29-31.

Morton, D.M., 1992, Subsidence and ground fissures in the San Jacinto basin area, Southern California; U.S.G.S. Subsidence Interest Group Conf., p. 29-31.

Morton , D.M., Matti, J.C., 1993, Extension and contraction within an evolving divergent strike-slip fault complex: the San Andreas and San Jacinto fault zones at their convergence in southern California; Memoir Geol Soc. America, 178, p. 217-230.

Morton, D.M., and Miller, F. K., 2006, Geologic map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California; USGS Open File Report 1271, 2006, http://pubs.usgs.gov/of/2006/1217/

Morton, D.M., and Sadler, P.M., 1989; Landslides flanking the northeastern Penninsular Ranges and in the San Gorgonio Pass area of southern California; in Sadler, P.M., and Morton, D.M. (Eds.) Landslides in a Semi-Arid Environment; Inland Geological Society Publ., Vol. 2, p 338-355.

Park, S.K. et al. 1995, Delineation of intrabasin structure in a dilational jog of the San Jacinto fault zone, southern California; Jour. Geophysical Research, Vol. 100, No. BA, p. 691-702.

Southern California Earthquake Center, 2002, USC-SCEC/CEA Technical Report #1, http://gravity.usc.edu/WGCEP/resources/documents/SCEC_CEA_Report1.pdf

Toppozada, T.R., et al., 1993, Planning scenario for a major earthquake on the San Jacinto fault in the San Bernardino area; Calif. Dept. of Conservation, Div. of Mines and Geology, Special Publ. 102, 250 pp.

U. S. Geological Survey, 2007, USGS/CGS Probabilistic Seismic Hazards Assessment (PSHA) Model online at: http://www.conservation.ca.gov/cgs/rghm/pshamap/pshamain.html

Working Group on California Earthquake Probabilities (WGCEP), 2007, Uniform California Earthquake Rupture Forecasts (UCERFs); http://www.wgcep.org/

Thank you for considering my comments on the NOP for the Mid County Parkway Project.

I ask that these comments be incorporated into the public record for review of this EIR, and hereby incorporate all references cited (and their contained references) into the review process for this EIR.

I also ask that I be kept informed in writing of all notices, documents, meetings and actions regarding this EIR and Project.

Sincerely,

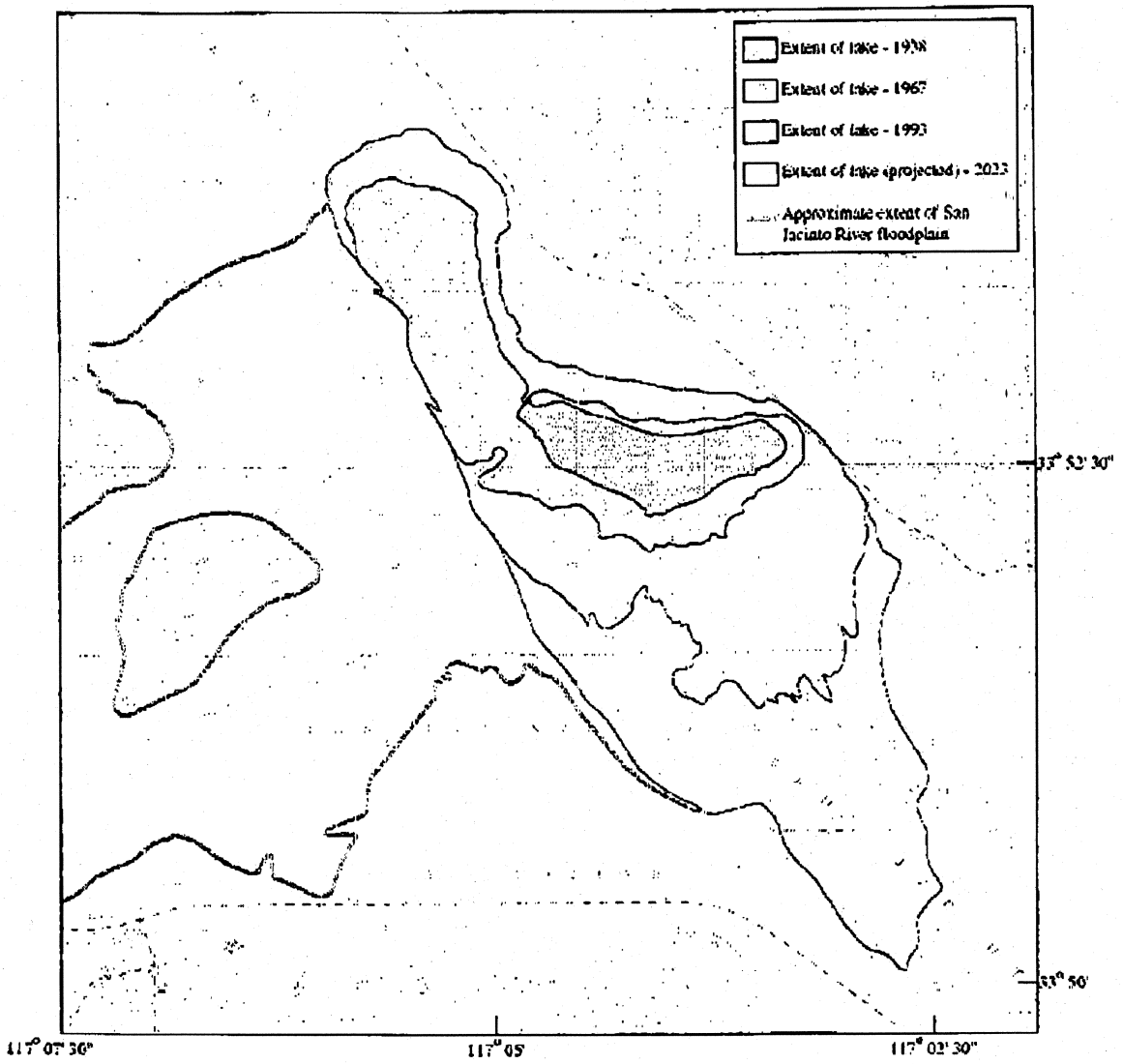
Michael A. McKibben, Ph.D.
23296 Sonnet Drive
Moreno Valley, CA 92557

(951) 924-8150
mamckibben@roadrunner.com

(map on following page, Figure 5 from Morton, D.M., and Miller, F. K., 2006, Geologic map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California; USGS Open File Report 1271, 2006, http://pubs.usgs.gov/of/2006/1217/)

This page intentionally left blank

Figure 5



Historic Lake Levels of Mystic Lake, Riverside County, California

This page intentionally left blank

P2302

81548 CB, GQ, MM

Public Works Department

Transportation Engineering
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552-0805
Telephone: 951.413.3140
FAX: 951.413.3141

RECEIVED
AUG 30 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

August 27, 2007

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
PO Box 12008
Riverside, CA 92502-2208

Subject: Review Comments for Supplemental Notice of Preparation for the Draft Environmental Impact Statement for the Mid-County Parkway Project, SCH #2004111103

Dear Ms. Bechtel,

Thank you for the opportunity to comment on the Supplemental NOP for the Mid-County Parkway. Although the proposed Mid-County Parkway does not traverse the City of Moreno Valley, we have the following concerns:

- We do not support Alternative 1A. If the County's Circulation Element is not implemented, significant impacts to the City of Moreno Valley's roadway network may occur.
- Alternatives 4 and 6 are located close enough to the City of Moreno Valley that it is reasonable to assume traffic will be rerouted from Oleander Avenue (Moreno Valley Industrial Area's gateway to I-215) to the proposed Mid-County Parkway. The Moreno Valley Traffic Model used to update the City's Circulation Element did not include the Mid-County Parkway at this location and did not account for the rerouting of traffic. The Model projected traffic volumes along Perris Boulevard in excess of the LOS D threshold given for a six-lane divided Arterial. The City requests that the impacts to Perris Boulevard associated with the rerouting of traffic to the Mid-County Parkway be assessed in the Draft EIR/EIS.

B.1.9.2.1

If you have questions or comments, please do not hesitate to contact me at 951.413.3140.

Sincerely,

Chris A. Vogt, P.E.
Public Works Director/ City Engineer

Eric Lewis, P.E. / T.E.
City Traffic Engineer

mdl

W:\TrafficEng\michaell\Mid County Parkway Supplemental NOP July 2007 letter.doc

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

August 31, 2007 **Via E-Mail**

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Dear Ms. Bechtel:

Supplemental Notice of Preparation for the Draft Environmental Impact Statement/Environmental Impact Report for the Mid County Parkway Corridor Project

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Supplemental Notice of Preparation (Supplemental NOP) for the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the Mid County Parkway Corridor Project, located within western Riverside County. This letter contains Metropolitan's response to the Supplemental NOP as a potentially affected public agency.

Metropolitan currently owns and operates several facilities within the boundaries of the study area described in the Supplemental NOP, including Lake Mathews, the Colorado River Aqueduct, the Upper Feeder pipeline, the Lower Feeder pipeline, and the Lake Perris Bypass pipeline and pumpback facilities. In addition, Metropolitan's approved Central Pool Augmentation (CPA) pipeline and treatment plant are within or adjacent to the boundaries of the proposed study area. Furthermore, Metropolitan maintains ownership and jointly manages the Lake Mathews Multi-Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP) Reserve.

As discussed in our comments to your initial NOP, there are several critical issues that must be resolved before Metropolitan will consider granting approval for the crossing of our lands and/or facilities.

These issues include:

- Impacts to the Lake Mathews reserve lands, which includes the Lake Mathews MSHCP/NCCP Reserve;
- Impacts to the Lake Mathews watershed (e.g., impact to the quality of water entering Lake Mathews);
- Inclusion of the requirements stated in the Lake Mathews Drainage Water Quality Management Plan, a joint agreement between Metropolitan, the County of Riverside, and the Riverside County Flood Control and Water Conservation District;
- Impacts to Metropolitan operational facilities and rights-of-way; and
- Security issues.

Metropolitan addressed these issues in detail in the attached letter to Cathy Bechtel, dated April 18, 2007, and in the attached letter to Rick Simon, dated July 31, 2007.

Metropolitan would also like clarification regarding the Riverside County Transportation Commission's "preferred alternative" for the Mid County Parkway, and clarification regarding the issue of the possible widening of Cajalco Road.

As previously stated, Metropolitan cannot support or sanction any alternative that enters or impacts the Lake Mathews MSHCP/NCCP. The lead agency, with Metropolitan's consent and overview, would need to review and assess the legal ramifications associated with modifications to the Lake Mathews MSHCP/NCCP, and determine the risks and benefits to Metropolitan. It is Metropolitan's understanding that the MSHCP/NCCP only allows for the adding of species or lands – not for changing or exchanging lands. Any changes to the MSHCP/NCCP and to existing legal documents establishing the reserve, including existing conservation easements, would require the approval by all members of the reserve management committee. As such, the lead agency would need to address the plausibility of modifying the MSHCP/NCCP given the constraints outlined in the legal documents that established the reserve.

Additionally, as set forth in our prior correspondence, Metropolitan has significant engineering issues related to the protection of our existing facilities and to the operation and maintenance of our water distribution system that is impacted by the various alternative alignments. These facilities are a critical part of Metropolitan's distribution system, which imports water to over 18 million customers in Southern California. Extensive engineering and geotechnical work will need to be undertaken to ensure that the location of the proposed corridor will not compromise the integrity of our distribution system, and will not restrict our ability to maintain, operate, add, or replace facilities along our right-of-way. There may also be situations where it is not possible to mitigate potential impacts to our facilities and a realignment of the corridor away from our facilities may be required.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation and the Draft EIR on this Project. If we can be of further assistance, please contact Mr. John Shama at (213) 217-6319.

Very truly yours,

Martin Meraler

For Delaine W. Shane
Interim Manager, Environmental Planning Team

RM/rm
(Public Folders/EPU/Letters/29-AUG-07B.doc – Cathy Bechtel)

Enclosures: Letter dated April 18, 2007
Letter dated July 31, 2007

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Office of the General Counsel

April 18, 2007

Via Electronic Mail & Federal Express

Ms. Cathy Bechtel
Riverside County
Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Re: Mid County Parkway Project

Dear Ms. Bechtel:

The Metropolitan Water District of Southern California (Metropolitan) is writing to comment on the Riverside County Transportation Commission's (RCTC) proposed alignments for its Mid County Parkway (MCP or project).

As you know, Metropolitan has worked cooperatively with RCTC on its consideration of alternative routes for, and environmental study of, the MCP. We understand that RCTC is preparing to issue its draft environmental impact report/environmental impact statement (Draft EIR/EIS) soon, and wanted to reiterate Metropolitan's comments and concerns regarding the project at this critical juncture. Enclosed and incorporated by reference are copies of prior correspondence that set forth Metropolitan's position on the project.

In summary, Metropolitan's primary concerns with the proposed MCP are:

a. Impacts to Lake Mathews reserve lands and associated conservation, mitigation, and management pursuant to agreements with U.S. Fish and Wildlife Service, California Department of Fish and Game, and Riverside County Habitat Conservation Agency, including the Lake Mathews Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP or reserve).

b. Impacts to the Lake Mathews watershed, including impacts to Metropolitan's Cajalco Creek Dam and adjunct detention basins and other existing and future facilities necessary to control urban runoff into Lake Mathews in order to meet water quality requirements. Any alignments within the Lake Mathews watershed should incorporate the existing requirements of the Lake Mathews Water Quality & Drainage Management Plan, which is an agreement that was executed between the Riverside County Flood Control and Water Conservation District and Metropolitan to preserve and enhance the water quality within Lake Mathews.

c. The protection of Metropolitan's existing large diameter distribution system and related facilities from potential impacts caused by the proposed MCP. The main facilities affected by these proposed alignments include: the Colorado River Aqueduct; Perris Valley Siphon Nos. 1 and 2; Lakeview pipeline; Bernasconi Tunnels Nos. 1 and 2; Inland Feeder; 1st Barrel Casa Loma Siphon; Upper Feeder pipeline; Lower Feeder pipeline; Temescal Power Plant; Lake Perris Bypass and its associated pipeline, Perris Power Plant and Pressure Control Facility; Lake Mathews and its associated power plant, dams and facilities; Chemical Unloading Facility; and the approved Central Pool Augmentation project and its associated future water treatment plant at Eagle Valley and the future water distribution system leaving Eagle Valley.

d. Homeland security and related access issues to Metropolitan facilities, security gates, and detention basins in and around the proposed project.

Metropolitan requests that RCTC choose an alignment that addresses these concerns by avoiding any impacts to the reserve and operational lands, and by avoiding or minimizing impacts to Metropolitan's facilities. Based on a review of the preliminary data provided by RCTC, only Alternative 9 (the southernmost route) avoids the reserve, and has the fewest impacts on Metropolitan's facilities. Enclosed for reference is a map showing the proposed MCP alignments, including Alternative 9, in relation to the reserve and Metropolitan's major facilities.

Impacts to the Reserve

As we have stated repeatedly in the past, Metropolitan cannot support or sanction any alternative that enters or impacts the reserve in any way. The MSHCP/NCCP encompasses about 5,110 acres of land surrounding Lake Mathews, including the lands in the State Ecological Reserve. These lands are protected for their benefit to endangered, threatened or sensitive species and provide the basis for Endangered Species Act compliance for Metropolitan projects located in Riverside County.

To ensure protection of these lands, Metropolitan recorded a conservation easement that precludes the use of the property in a manner that could adversely affect its values for conservation purposes. Any activities or use of reserve lands for the MCP is incompatible with these conservation commitments, and Metropolitan is precluded from authorizing such activities and use of the reserve. For these reasons, Metropolitan opposes the MCP alignments that would enter and/or impact the reserve in any way.

Impacts to Metropolitan Facilities

Metropolitan is also concerned about impacts to its facilities and their operation, as set forth in detail in the enclosed correspondence. In short, all of the proposed MCP alignments, including Alternative 9, would impact Metropolitan facilities. In addition, all alignments have the potential to affect how these facilities are operated. RCTC must carefully analyze the potential impacts, including but not limited to those from increased lateral and vertical loading, induced settlement, impacts to operations of the facilities, and altered drainage patterns. See, for example, the enclosed September 28, 2006 and March 29, 2007 correspondence for more detail on this subject. Any proposals to realign or accommodate Metropolitan's facilities, including the costs of such accommodations, are potentially significant and should be analyzed in detail by RCTC. We welcome the opportunity to provide information relevant to this analysis upon your request.

Metropolitan respectfully requests that you address all of the foregoing concerns in the Draft EIR/EIS. We look forward to continuing our cooperative work with RCTC on the MCP.

If you have any questions, please feel free to contact John Shamma at (213) 217-6409 or me at (213) 217-6533.

Sincerely,

Karen L. Tachiki
General Counsel

Catherine M. Stites
Deputy General Counsel

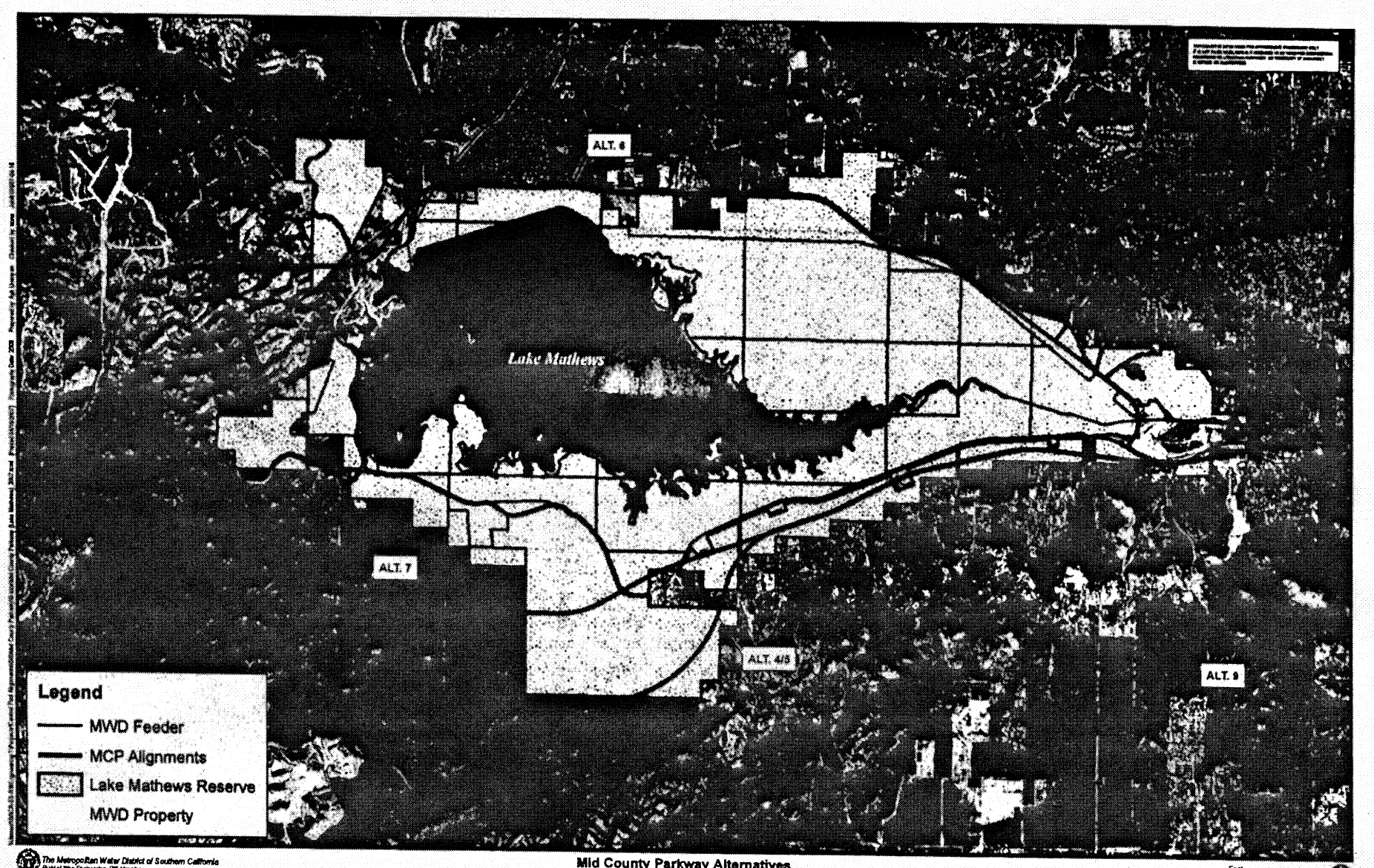
CMS/tjm
Enclosures

cc: Mr. John Shamma, P.E., Metropolitan (w/o encls.)
Mr. Hideo Sugita, RCTC Deputy Executive Director (w/encls.)

cc: Merideth Cann, P.E. (w/encls.)
Charles V. Landry, P.E. (w/encls.)
Jacobs Engineering Group Inc.
3850 Vine Street, Suite 120
Riverside, CA 92507

Mr. Rob McCann (w/encls.)
LSA Associates, Inc.
20 Executive Park
Suite 200
Irvine, CA 92614

Karin Louise Watts Bazan, Esq. (w/encls.)
Office of the Riverside County Counsel
3535 10th Street, Suite 300
Riverside, CA 92501



The Metropolitan Water District of Southern California
Right of Way Engineering, GIS Mapping

Mid County Parkway Alternatives
Lake Mathews

Feet
0 3,000 6,000

This page intentionally left blank

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

MWD Colorado River Aqueduct
Sta. 10899+00 to 11022+00
Substr. Job No. 2001-06-008

July 31, 2007

Mr. Rick Simon
CH2MHILL
Suite 200
2280 Market Street
Riverside, CA 92501

Dear Mr. Simon:

Mid-County Parkway and State Route 79 Interchange

Thank you for your transmittal letter dated April 19, 2007, submitting a drawing (titled SR79 South, Cut and Fill, Mid-County Parkway Project) showing the proposed alignment and contours for the Mid-County Parkway Project and the State Route 79 Realignment Interchange Project in Riverside County.

Subsequently, we received a geotechnical report (Preliminary Geotechnical Evaluation, Metropolitan Water District, Canal Crossing Sites, State Route 79 Realignment Project, Riverside County, California) prepared by Ninyo & Moore, dated June 8, 2007.

The proposed Mid-County Parkway and State Route 79 (SR79) Realignment projects will potentially impact several of Metropolitan's facilities along their alignments. However, this letter specifically pertains to the interchange between the Mid-County

LOGGED IN

700 N. Alameda Street, Los Angeles, California 90012 · Mailing Address: Box 54153, Los Angeles, California 90054-0153 · Telephone (213) 217-6000

Parkway and the realigned SR79, and a portion of the Mid-County Parkway immediately to the west of this interchange.

Metropolitan's 12-foot-4-inch-inside-diameter cast-in-place Colorado River Aqueduct Casa Loma Siphon First Barrel (CRA) is located immediately adjacent to, and south of, the Mid-County Parkway alignment, and is crossed by SR79 at its interchange with the Mid-County Parkway. Metropolitan's manholes, air release and blowoff structures are also located along this reach as indicated in Table 1.

The submitted drawing provides preliminary geometric design and grade information for the proposed Mid-County Parkway, the SR79 interchange, and the portion of the Mid-County Parkway westerly of this interchange to a few hundred feet west of Warren Road. The proposed interchange is located northeasterly of the intersection of the CRA Casa Loma Siphon First Barrel and Sanderson Avenue. The proposed alignment of the Mid-County Parkway westerly of the interchange is north of, and immediately adjacent to, the CRA Casa Loma Siphon right-of-way.

As proposed, the SR79 roadway will be elevated above the CRA and the portion of the Mid-County Parkway that extends easterly of the interchange to Ramona Expressway. The SR79 roadway will be elevated above existing grade by the construction of embankments to a height of about 25 feet directly above and adjacent to the CRA. The elevated SR79 will also require the use of bridge and pier structures adjacent to the CRA to allow the interchange transition roads to span over the CRA, although this information was not provided in the submittal. The Mid-County Parkway will be constructed above grade immediately parallel and adjacent to the north of the CRA right-of-way throughout the reach shown on the submitted drawing. This will be accomplished by the placement of approximately 25-foot-high embankments and the use of bridge structures to cross over roads that are not connected to the parkway. The Mid-County Parkway will also require the use of a retaining wall at the edge of the CRA right-of-way to support the roadway embankment between Sanderson Avenue and Cawston Avenue. The Mid-County Parkway Project will also require the relocation of Sanderson Avenue, the extension of two streets (Cawston Avenue and Odell Avenue) at existing grade across the CRA, and the construction of a new street (Bridge Street), which will be elevated above the Mid-County Parkway. At the west end of the submitted portion of the Mid-County Parkway Project, Warren Road will be realigned. Since Warren Road will be a connector road to

the Mid-County Parkway, a bridge structure with an approach embankment will be used to cross over the CRA to join the elevated Mid-County Parkway embankment.

We have reviewed your submitted drawing, and our general comments and requirements are as follows:

1. The proposed roadway embankments above and adjacent to the CRA, as shown on the submitted drawing, will subject the CRA to increased vertical loading. The original design and construction of the CRA did not anticipate the construction of projects like SR79 and the Mid-County Parkway. Therefore, the design of the SR79 realignment and Mid-County Parkway project must consider and mitigate for any and all impacts associated with increased vertical loads imposed on the CRA. Vertical loads of concern can be generated by construction, dead, live, and seismic loads. Depending upon the type and configuration of loading imposed on the CRA by new facilities, the CRA is unlikely to be able to accommodate the increased loading from a proposed facility if it exceeds the structural limit of the CRA. Table 2 indicates the specific locations of the Casa Loma Siphon First Barrel that was designed for live loads (road crossings) and dead loads only.

   Please note that sufficient geotechnical exploration, testing, and analyses must be conducted to allow evaluation of the increased loads on the CRA. Geotechnical exploration for the design must also consider that protective systems and/or mitigation facilities associated with increased vertical loading might be required for the final design of the SR79 and Mid-County Parkway projects.

2. The construction of roadway embankments above and adjacent to the CRA may subject the CRA to settlement, which would be unacceptable. Depending upon the configuration and location of the embankments relative to the CRA, the CRA may be subject to lateral deformation as well. Please note that the imposition of lateral loads on our pipeline is not acceptable. As a result, roadway embankments planned to be built adjacent to the CRA right-of-way must consider possible deformation of the CRA caused by their construction. No embankments will be permitted within the limits of our right-of-way. Before the proposed development can be approved, a site-specific geotechnical report showing the predicted settlement of the CRA at 10-foot intervals, along with the method of settlement

analysis, laboratory testing results and any other supporting documents, must be submitted. The three-dimensional configuration of the proposed grading and in-situ soils in terms of the actual size and varying depth of the fill, alluvium, etc., and depth of bedrock and ground water elevation must be collectively considered when determining the settlement along the alignment. The settlement calculation must be carried out at least 10 feet past the point of zero settlement in each direction. The possible settlement due to soil collapse (hydro-consolidation) must also be included in the geotechnical report.

The site-specific geotechnical report must also check slopes and fills affecting the pipeline for stability during an earthquake with an average return period of 475 years corresponding to a 10 percent chance of exceedance in 50 years.

The geotechnical analysis must also determine if lateral forces are imposed upon the CRA due to the new embankments proposed for the Mid-County Parkway. Please note that additional lateral forces on the siphon are not acceptable.

3. The submittal provided information on basic geometric design and some information regarding proposed site grades. However, the submittal did not provide information on anticipated structure locations and associated foundation types (shallow or deep). Since structure location and foundation type relative to the CRA will impact their design and acceptance, such information must be submitted with subsequent submittals. In addition these structures should be located such that they do not limit our ability to excavate our pipelines without shoring, for repair or replacement purposes.

4. Similar to the concerns associated with the construction of embankments adjacent to the CRA, structures and foundations proposed to be built above and near the CRA must not impose loads, vertical or lateral, onto the CRA or result in deformations to the CRA. No loads from the bridges may be imposed on the siphon. Please note that sufficient geotechnical exploration and testing, and geotechnical and structural analyses must be performed to demonstrate that structures and foundations constructed above and near the CRA will not have an adverse impact to the CRA by their construction and operation. We require that information on

new bridges and foundations near the pipeline be submitted to Metropolitan for review and approval.

5. The construction of roadways and embankments adjacent to the CRA right-of-way may result in trapped surface drainage along the CRA. To ensure that drainage of the CRA right-of-way is maintained and that water will not pond within or adjacent to the CRA, provisions for drainage must be included in the project design. In addition, Metropolitan must be able to dewater the CRA by discharging water into the drainage system. These drainage structures are listed in Table 1.

6. The geotechnical exploration, testing, and analyses program conducted to support the design of the SR79 and Mid-County Parkway projects must also consider the data needs to evaluate potential impacts to the CRA facilities, and to support design efforts for required structural and geotechnical mitigation.

7. The construction of the SR79 Extension and Mid-County Parkway projects must provide for the continuing operation and maintenance of the CRA, including access to the entire alignment of the CRA and all of its above ground facilities. The final design must include provisions to ensure this requirement.

8. Since this portion of the SR79 Extension and Mid-County Parkway projects is in the planning preliminary design stage, additional comments will likely be generated as the design process continues and progresses.

Besides the general criteria stated above, the following are Metropolitan's comments on specific features of the submitted design:

1. The main SR79 roadbed (Station 10928+00), two SR79 north bound off-ramps (Stations 10923+00 and 10923+90) and a south bound on-ramp (Station 10929+90) are proposed to be supported by embankments constructed directly above the CRA. This proposal is not acceptable to Metropolitan, and will need to be revised.

2. The configuration and height of the proposed roadbed embankments adjacent to the CRA right-of-way will induce settlements and possibly lateral deformations of the CRA. Geotechnical borings drilled for the SR79 project indicate that soft, saturated clay soils exist in the upper 30 feet in the area of the interchange. Based upon the geometry and heights of the embankments adjacent to the CRA right-of-way, and the presence of the compressible clay soils, it is judged that the magnitude of induced deformations to the CRA, both total and differential settlement, and possibly lateral displacement, will be unacceptable. As a result, sufficient geotechnical exploration, testing, and analyses must accompany the final design of the interchange to evaluate potential deformation of the CRA and to demonstrate that proposed mitigation included in the final design is capable of preventing settlement and deformation of the CRA. Potential mitigation could include the incorporation of protective systems, increased bridge spans, or realignment and redesign to minimize or eliminate deformation of the CRA.

3. The submitted plan did not provide locations of foundations proposed for the interchange. Ultimately, this information will need to be submitted, since foundations for interchange structures (shallow and deep), including bridge abutments and piers, constructed near the CRA may impose loads (vertical and lateral) on the CRA, or induce settlement or deformations of the CRA. Sufficient analyses and supporting calculations must be provided to demonstrate that proposed structure and foundation locations and designs will not impose loads unto or induce deformation of the CRA. In general, adequate setbacks for structures and foundations are the best mitigation. At a minimum they should be located at such a depth that it does not interfere with Metropolitan's ability to excavate the CRA or install a possible additional pipeline within our right-of-way.

Mid-County Parkway

1. <u>Main Roadway</u>

   - The main roadway will be built on an approximately 25-foot-high, 100-foot-wide embankment that parallels the CRA between the SR79/ Mid-County Parkway interchange and Warren Road. Although the main embankment is not being built directly above the CRA, based upon the

configuration of the embankment, its proximity to the CRA, and the geotechnical characteristics in the area, it is judged that ground deformations to the CRA could still result from the proposed Mid-County Parkway. Please note that sufficient geotechnical exploration, testing, and analyses must be conducted to evaluate potential deformation of the CRA and to demonstrate that the proposed alignment will not adversely impact the CRA with respect to settlement and lateral deformation.

- The side of the roadway embankment between the SR79/Mid-County Parkway interchange and the Cawston Avenue extension adjacent to the CRA right-of-way appears to be supported by a retaining wall. The potential impact of the proposed retaining structure, including its foundation, on the CRA must be evaluated. Please note that sufficient analyses and supporting calculations must be provided to demonstrate that the proposed retaining structure and its foundation will not adversely impact the CRA with respect to settlement and lateral deformation.

- The general drainage pattern in the area of the CRA is sheet flow, typically toward the San Jacinto River to the north. The construction of the Mid-County Parkway embankment adjacent to the CRA will likely disrupt significant portions of the current drainage patterns. Please note that project designs, with supporting calculations, must be provided to demonstrate that drainage patterns interrupted by the roadway embankment will be restored and modified properly to ensure that drainage of the CRA right-of-way is maintained and that ponding within or adjacent to the CRA right-of-way will not occur.

2. Bridge Street

Bridge Street as proposed near Station 10919+00 is not acceptable. If the roadway is at existing grade, a permanent cast-in-place concrete protective slab configured in accordance with Sketch SK-1, can be used to protect the aqueduct from additional vehicle loads. If the proposed roadway crossing over our property is elevated, it must span across our property with a bridge structure. The pipeline in this area should also be analyzed for settlement

and deformation as a result of the placement of embankment adjacent to our right-of-way. Please note that permanent piles for protective systems, if utilized, must be installed in drilled holes. Driven piles may not be used within the limits of our right-of-way. There must be a minimum of 10 feet of clearance between the pipe and the edge of the drilled hole. The piles must not transfer any load to the siphon. This bridge should be designed such that there is a minimum of 22 feet of clearance between the bottom of the proposed bridge and the existing ground level.

3. Sanderson Avenue Relocation

A protective structure exists at the existing Sanderson Avenue crossing of the CRA (Sta. 10933+50). If the proposed at-grade crossing of Sanderson Avenue is relocated to Station 10937+90, protective measures to protect the aqueduct from vehicle loads must be constructed. A slab as described above can be used to protect the CRA from vehicle loads. Metropolitan's access should also be maintained across this street.

4. Cawston Avenue and Odell Avenue Extensions

- The proposed at-grade crossing of Cawston Avenue near Station 10964+50 is not acceptable. The proposed crossing requires protective measures to protect the CRA from vehicle loads. A slab as described above can be used for protection of the CRA

- The proposed at-grade crossing of Odell Avenue near Station 10992+00 is also not acceptable. There is an existing blowoff structure at Station 10992+10 at the proposed road crossing. We require that the road be relocated so that it does not disrupt Metropolitan's ability to access and operate this structure. In addition, construction of Odell Avenue requires protective measures to protect the aqueduct from vehicle loads. A slab as described above can be used for protection of the CRA at the Odell Avenue road crossing.

5. Warren Road – Mid-County Parkway Connection

The reconfiguration of Warren Road for its connection to the Mid-County Parkway spans the CRA with a bridge near Station 11017+50. The embankment located within the southern boundary of Metropolitan's right-of-way is not acceptable. This embankment must be moved outside of our right-of-way. Please note that sufficient analyses must be conducted to demonstrate that the proposed bridge abutment locations, and the approach ramp locations and configurations, will not adversely impact the CRA. Plans for the bridge, supports, and foundation must be submitted to Metropolitan for review and approval. In addition, we require a minimum of 20 feet of clearance between the existing ground level and the bottom of any bridge structure.

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of the Metropolitan to use its rights-of-way for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from its rights-of-way, such removal and replacement shall be at the expense of the owner of the facility.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number located in the upper right-hand corner of this letter. Should you require any additional information, please contact Shoreh Zareh at (213) 217-6534.

Very truly yours,

Kieran M. Callanan, P.E.
Manager, Substructures Team

SZ/ly
DOC 2001-06-008-3
Enclosure

cc: Mr. Hideo Sugita
Deputy Executive Director
Riverside County
Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

ATTACHMENT

Mid-County Parkway and SR79 Interchange
MWD Colorado River Aqueduct

Table 1

Existing Structure	Station
Manhole	10912+10
Manhole	10932+00
Blowoff structure	10943+14
Manhole	10952+10
Manhole	10972+10
Blowoff structure	10992+10
Blowoff structure	10997+10
Blowoff structure	11002+10
Air Valve structure	11006+70
Manhole	11012+00

Table 2

From Station	To Station	Maximum Cover (ft)	Maximum Live Load	Description
10899+00	10900+60	Existing only	GVW 8,000 lbs	Designed for DL only
10900+60	10901+36	6	AASHTO H20	Road Crossing: North Central Avenue
10901+36	10920+73	Existing only	GVW 8,000 lbs	Designed for DL only
10920+73	10921+49	6	AASHTO H20	Road Crossing: Central Avenue
10921+49	10932+97	Existing only	GVW 8,000 lbs	Designed for DL only
10932+97	10933+79	3-4	AASHTO H20	Road Crossing: Sanderson Avenue
10933+79	1019+79	Existing only	GVW 8,000 lbs	Designed for DL only
11019+79	11020+55	6	AASHTO H20	Road Crossing: Pico Road/Warren Road
11020+55	11022+00	Existing only	GVW 8,000 lbs	Designed for DL only

Note: DL = dead load

This page intentionally left blank

81348 CB, GQ, MM, HS

STATE OF CALIFORNIA — Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net

RECEIVED
AUG 13 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

August 9, 2007

Mr. Eric Haley, Executive Director
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Re: SCH# 2004111103; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for Mid County Parkway Project; Riverside County, California.

Dear Mr. Haley:

Thank you for the opportunity to comment on the above-referenced document. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per 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 in Sacramento (916/653-7278). The record search will determine:

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

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

- The final report containing site forms, site significance, and mitigation measurers 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 pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

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

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.

- Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact.

√ 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 mitigations plans.

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

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

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

Sincerely,

Dave Singleton
Program Analyst

Attachment: Native American Contact List

Native American Contacts
Riverside County
August 9, 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

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

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

Ti'At Society
Cindi Alvitre
6602 Zelzah Avenue Gabrielino
Reseda , CA 91335
calvitre@yahoo.com
(714) 504-2468 Cell

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

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

San Manuel Band of Mission Indians
Henry Duro, Chairperson
26569 Community Center Drive Serrano
Highland , CA 92346
(909) 864-8933
(909) 864-3370 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

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#2004111103; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for Mid County Parkway Project; Riverside County Transportation Commission; California.

Native American Contacts
Riverside County
August 9, 2007

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

Pechanga Band of Mission Indians
Mark Macarro, Chairperson
P.O. Box 1477 Luiseno
Temecula , CA 92593
tbrown@pechanga-nsn.gov
(951) 676-2768
(951) 695-1778 Fax

Morongo Band of Mission Indians
Britt W. Wilson, Cultural Resources-Project Manager
49750 Seminole Drive Cahuilla
Cabazon , CA 92230 Serrano
britt_wilson@morongo.org
(951) 755-5206
(951) 755-5200/323-0822-cell
(951) 922-8146 Fax

Serrano Band of Indians
Goldie Walker
6588 Valaria Drive Serrano
Highland , CA 92346
(909) 862-9883

San Manuel Band of Mission Indians
Ann Brierty, Environmantal Department
101 Pure Water Lane Serrano
Highland , CA 92346
abrierty@sanmanuel-nsn.gov
(909) 863-5899 EXT-4321

(909) 862-5152 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

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

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#2004111103; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for Mid County Parkway Project; Riverside County Transportation Commission; California.

Cathy Bechtel
Mid-County Parkway Project Manager
Riverside County Transportation Commission
4080 Lemon Street, 3rd floor
Riverside, Ca 92502-2208

Re: NOP for the Mid-County Parkway EIR 31 August 2007

Dear Ms. Bechtel:

Thanks you for the opportunity of commenting on the proposed Mid-County Parkway EIR.

The various alternatives of the proposed Mid-County Parkway will detrimentally impact the Western Riverside County Multiple Species Habitat Conservation Plan (the MSHCP) to varying degrees. It is therefore very important that the EIR considers the impacts of these alternatives on the MSHCP in the context of both their local effect and their effect on the plan as a whole. Any mitigation must take into account that the MSHCP was designed as an integrated plan, and chipping away at one section can upset the whole. For example, impacts to Non-Contiguous Habitat Block 4 (which includes the Motte-Rimrock UC reserve) and to Linkage 3 need to be quantified (with appropriate modeling) in terms of their effects on all covered species across the whole plan. Thus any loss of criteria cells and/or PQP (public/quasi public land) must be modeled in the light of the loss of habitat, the location (shifting habitat from one region of the MSHCP to another is generally detrimental to the whole), and the loss of connectivity. Since the MSHCP was designed as an inter-connected whole, a project such as this has enormous potential for seriously compromising connectivity and creating enhanced habitat fragmentation. It is well established that such fragmentation would increase the extinction risk of the covered species that are affected.

Similarly, the EIR needs to carefully examine the impacts of the project on the Stephen's kangaroo rat (SKR) habitat conservation plan. The project has the potential to have significant negative impacts on this plan since the Lake Mathews Reserve and potentially the Motte Reserve will be affected. As with the MSHCP, the future success of this plan depends in large part on maintaining the environmental quality of all the components of the plan. Mitigation of impacts to the Lake Mathews Reserve and the Motte Reserve in other parts of the species range would undermine this important principle of the conservation plan and would have to be justified with solid scientific modeling.

In conclusion, I would like to point out that I am a Professor of Biology at UC Riverside with expertise in conservation biology, and was a member of the Scientific Advisory Committee of the MSHCP. I have also researched aspects of the conservation of SKR.

Regards,

Leonard Nunney
Dept. of Biology
University of California, Riverside
Riverside, Ca 92521.
e-mail: Leonard.nunney@ucr.edu

This page intentionally left blank

PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

Post Office. Box 2183 • Temecula, CA 92593
Telephone (951) 308-9295 • Fax (951) 506-9491

Chairperson:
Germaine Arenas

Vice Chairperson:
Mary Bear Magee

Committee Members:
Raymond Basquez, Sr.
Evie Gerber
Darlene Miranda
Bridgett Barcello Maxwell

Director:
Gary DuBois

Coordinator:
Paul Macarro

Cultural Analyst:
Stephanie Gordin

Monitor Supervisor:
Aurelia Marruffo

September 14, 2007

VIA Fax and E-Mail

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Re: Pechanga Tribe Comments on the Supplemental Notice of Preparation for the Draft EIR/EIS for the Mid-County Parkway Project, SCH#200411103

Dear Ms. Bechtel:

The Pechanga Band of Luiseño Indians (hereinafter, "Pechanga Tribe"), a federally recognized Indian tribe and sovereign government, submits these comments on the above listed Project. The Pechanga Tribe is formally requesting, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire CEQA/NEPA environmental review process for the duration of the above referenced project (the "Project"), and requests that these comments be part of the record of approval for this Project. We request that these comments also be incorporated into the record of approval for this Project as well.

RCTC AND THE FHA MUST INCLUDE INVOLVEMENT OF AND CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL REVIEW PROCESS

It has been the intent of the Federal Government[1] and the State of California[2] that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that the project lies within the Pechanga Tribe's traditional territory. Therefore, in order to comply with CEQA and other applicable Federal and California law, it is

[1] See Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments and Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments.

[2] See California Public Resource Code §5097.9 et seq.; California Government Code §§65351,65352,65352.3 and 65352.4

imperative that the RCTC, the FHA and any other lead or responsible agencies consult with the Tribe in order to guarantee an adequate basis of knowledge for an appropriate evaluation of the project effects, as well as generating adequate mitigation measures.

The NOP states that NEPA is triggered by the use of federal funding for this Project. It follows therefore that the National Historic Preservation Act (16 U.S.C. §§ 470 *et. seq*) will also be triggered for this Project. The NHPA requires that a Section 106 review be performed for all Federal undertakings. (16 U.S.C. 470w(7); 36 CFR §800.16(y)).

As part of the Section 106 review process, agencies must make a "reasonable and good faith effort" at identification of historic properties within the area affected by the undertaking. (*Id.* at 800.4(b)(1)). The ACHIP and Federal Courts have determined that the process must be completed for not just the "permit area," but for the entire project area. Colorado River Indian Tribes v. Marsh (1985) 605 F. Supp. 1425.

Historic properties are defined to include archaeological sites and areas which have religious or cultural significance to Tribes. *Id.* Further, such identification efforts should include consultation with Tribes. *Id.* As discussed herein, the Pechanga Band therefore requests that appropriate assessments be made according to the Section 106 review process, and that the Pechanga Band, as a consulting party, be included on a government-to-government basis. (Executive Order 13175).

PECHANGA CULTURAL AFFILIATION TO THE PROJECT AREA

The Pechanga Tribe asserts that the Project area is part of the Pechanga Tribe's aboriginal territory, as evidenced by the existence of at least four Luiseño place names, multiple rock art locations including pictographs and petroglyphs, quarry locations, sacred sites, villages and an extensive Luiseño artifact record within the proposed alignment boundaries and within the vicinity of the Project. The Tribe further asserts that this culturally sensitive area is affiliated specifically with the Pechanga Band of Luiseño Indians because of the Tribe's specific cultural ties to this area. Pechanga considers any resources located on this Project property to be Pechanga cultural resources.

The Pechanga Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Of the many anthropologists and historians who have presented boundaries of the Luiseño traditional territory, none have excluded this region from their descriptions (Sparkman 1908; Kroeber 1925; White 1963; Harvey 1974; Oxendine 1983; Smith and Freers 1994), and such territory descriptions correspond almost identically with what was communicated to the Pechanga people by our elders. While historic accounts, anthropological and linguistic theories

are important in determining traditional Luiseño territory; the Pechanga Tribe asserts that the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions.

Luiseño history originates with the creation of all things at *'éxva Teméeku*, known today as the City of Temecula, and dispersing out to all corners of creation (what is today known as Luiseño territory). It was at Temecula that the Luiseño god *Wuyóot* lived and taught the people, and here that he became sick, finally expiring at Lake Elsinore after visiting many of the hot springs located within Luiseño and Cahuilla territory. From Elsinore, the people spread out, establishing villages and marking their territories. The first people also became the mountains, plants, animals and heavenly bodies.

One of the Luiseño songs recounts the travels of the people to Elsinore after a great flood (DuBois 1908). From here, they again spread out to the north, south, east and west. Three songs, called *Monívol*, are songs of the places and landmarks that were destinations of the Luiseño ancestors, several of which are located within the Project area. They describe the exact route of the Temecula (Pechanga) people and the landmarks made by each to claim title to places in their migrations (DuBois 1908:110). Another song recounts the travels of eagle, as he searches for a place where there was no death. His travels begin at Temecula, flying north to San Bernardino, to the east, south, and west through Julian, Cuyamaca, and Palomar, and returning to Temecula (DuBois 1908). Also at this time, there was a contest between the inland or mountain people, and the people of the coast. Contests were held and races were run, one from the area near Pala up to the area of the current La Jolla reservation. Another race was held between Deer and Antelope, beginning at Temecula and ending at Mount San Gorgonio, directly through the eastern-most portion of the alignment. This race was run twice, one on level ground, through the San Jacinto Plain, and then again over the San Jacinto Mountains. The story of Táakwish and Tukupar, which is situated around the Temecula Valley, includes placenames for events from the Idyllwild area to the Glen Ivy area near Corona and the western-most portion of the alignment (Kroeber 1906).

In addition, Pechanga elders state that the Temecula/Pechanga people had usage/gathering rights, what anthropologists include in their definition of a "village territory", to an area extending from Rawson Canyon near Lake Skinner on the east, over to Lake Mathews on the northwest, down Temescal Canyon, and back to the Temecula area, which includes a portion of the Project in its boundaries. Rawson Canyon contained numerous oaks where hundreds of bushels of acorns would be collected. Further, before Lake Mathews was created, a large swamp existed where Luiseño would collect medicinal plants

Rock art is also an important element in the determination of Luiseño territorial boundaries. Throughout Luiseño territory, there are certain types of large boulders, taking the

shape of mushrooms or waves, which contain numerous small indentations, or cupules. We feel that these may be indicative of boundary markers.

> When the people scattered from Ekvo Temeko, Temecula, they were very powerful. When they got to a place, they would sing a song to make water come there, and would call that place theirs; or they would scoop out a hollow in a rock with their hands to have that for their mark as a claim upon the land. The different parties of people had their own marks. For instance, Albañas's ancestors had theirs, and Lucario's people had theirs, and their own songs of Munival to tell how they traveled from Temecula, of the spots where they stopped and about the different places they claimed (DuBois 1908:158).

Numerous ethnographers make mention of the fact that the Luiseño were highly territorial, and that territories were marked and jealously guarded. Trespassing was cause for conflict and at times outright warfare between groups. The young were taught never to trespass on the land of others in pursuit of game or the gathering of food without permission (Sparkman 1908:190).

Other types of rock art, pictographs and petroglyphs have been documented in Luiseño territory. Typically, it would appear that there is at least one pictograph location per village site. Within the Project area, at least four places of known rock art occur.

Thus, our songs and stories, as well as academic works and recorded archaeological/cultural sites, demonstrate that the Luiseño people who occupied what we know today as Temecula, Lake Mathews, the San Jacinto Plain and the areas in between (*Tuu'uv, Qaxáalku, Páyvi and Hawára*) are ancestors of the present-day Pechanga Band of Luiseño Indians, and as such, Pechanga is the appropriate culturally affiliated tribe for projects that impact this geographic area.

In addition, the Pechanga Tribe has a long modern day history of involvement with Projects in the area. No only has the Pechanga Tribe been involved, but it has been given the designation of the consulting tribe or affiliated tribe on projects located in the Project vicinity, such as Boulder Springs and Gavilan Hills.

The Tribe would welcome to opportunity to meet with the RCTC to further explain and provide documentation concerning our specific cultural affiliation to lands associated with this Project.

PROJECT IMPACTS TO CULTURAL RESOURCES

The proposed Project is on land that is within the traditional territory of the Pechanga Band of Luiseño Indians. The Pechanga Band is not opposed to this development Project. The Tribe's primary concerns stem from the Project's proposed impacts on Native American cultural resources. The Tribe is concerned about both the protection of unique and irreplaceable cultural resources, such as Luiseño village sites, sacred sites and archaeological items which would be displaced by ground disturbing work on the Project, and on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of the work. Consequently, it follows that because this Project area and its vicinity are rich with cultural items, sacred cultural items, and possibly Native American remains, development of this Project area will have a direct and significant impact on archeological and cultural resources.

The Pechanga Tribe has already had the opportunity to participate in preliminary archaeological excavations in areas that are proposed to be impacted by the Project. The Tribe requests that we continue to be allowed to be involved and to participate in developing all monitoring and mitigation plans and measures for the duration of the Project. In addition, given the significance of the archaeological resources within the Project area, it is the position of the Pechanga Tribe that Pechanga tribal monitors continue to be required to be present during all ground-disturbing activities conducted in connection with the Project, including any archeological testing performed.

The CEQA Guidelines state that lead agencies should make provisions for inadvertent discoveries of cultural resources (CEQA Guidelines §15064.5). As such, it is the position of the Pechanga Tribe that an agreement specifying appropriate treatment of inadvertent discoveries of cultural resources be executed between the Project Application/developer and the Pechanga Tribe.

Further, the Pechanga Tribe believes that if human remains are discovered, State law would apply and the mitigation measures for the permit must account for this. According to the California Public Resources Code, § 5097.98, if Native American human remains are discovered, the Native American Heritage Commission must name a "most likely descendant," who shall be consulted as to the appropriate disposition of the remains. Given the Project's location in Pechanga territory, the Pechanga Tribe intends to assert its right pursuant to California law with regard to any remains or items discovered in the course of this Project.

Also, surveys and grading may reveal significant archaeological resources and sites which may be eligible for inclusion in the historic site register, and may contain human remains or sacred items. Therefore, we request that the Lead Agency commit to evaluating Project environmental impacts both to the known sites and to any cultural sites which are discovered

during grading, and to adopt appropriate mitigation for such sites, in consultation with the Pechanga Tribe.

PECHANGA TRIBE REQUESTS GOVERNMENT-TO-GOVERNMENT CONSULTATION

Therefore, the Pechanga Tribe officially requests government-to-government consultation with the RCTC, the FHA and all lead and responsible agencies pursuant to the Tribal Traditional Cultural Properties law and CEQA, NEPA, and NHPA for the duration of this Protect. Further, the Tribe requests an in-person government-to-government consultation, as well as considering this letter part of the official record of approval for this Project.

REQUESTED MITIGATION

The following proposed mitigation measures are general cultural resources mitigation measures that the Tribe has utilized on other similar projects, and may be included in the DEIR. However, these are not our final requested mitigation measures as explained above:

1. Prior to the issuance of grading permits, the Project Applicant/Developer is required to enter into a Treatment Agreement with the Pechanga Band of Luiseño Indians. This Agreement will address the treatment and disposition of cultural resources and human remains that may be uncovered during construction as well as provisions for tribal monitors.

2. Tribal monitors from the Pechanga Band of Luiseño Indians shall be allowed to monitor all grading, excavation and ground-breaking activities, including further surveys, to be compensated by the Project Applicant/Developer. The Pechanga Tribal monitors will have the authority to temporarily stop and redirect grading activities to evaluate the significance of any archaeological resources discovered on the property, in conjunction with the archeologist and the Lead Agency.

3. If human remains are encountered, all activity shall stop and the County Coroner must be notified immediately. All activity must cease until the County coroner has determined the origin and disposition of said remains. The Coroner shall determine if the remains are prehistoric, and shall notify the State Native American Heritage Commission if applicable. Further actions shall be determined by the desires of the Most Likely Descendent.

4. The landowner agrees to relinquish ownership of all cultural resources, including all Luiseño sacred items, burial goods and all archeological artifacts that are found on the Project area to the Pechanga Band of Luiseño Indians for proper treatment and disposition.

5. All sacred sites within the Project area are to be avoided and preserved.

The Pechanga Tribe looks forward to working together with the RCTC and the FHA in protecting the invaluable Pechanga cultural resources found in the Project area. Please contact us once you have had a chance to review these comments so that we might address the issues concerning the mitigation language. If you have any questions, please do not hesitate to contact me. Thank you for the opportunity to submit these comments.

Sincerely,

Anna M. Hoover
Cultural Analyst

cc: Pechanga Legal Department
Terri Fulton, LSA Associates

This page intentionally left blank

8/27/07

81510 CB, GQ, MM, HS

cc: Rob McCann chron

[redacted]

I believe "Far South" is the best option for the folowing reasons.
1) It is by far the most cost effective.
2) It will leave Ramona Expressway open as a parallel artery to the expressway.
3) It will take considerably less number and amount of property aquisition for transportation department.
3) It will reduce time to build as less time spent in litigation.
4) In last few years property value along Ramona expressway has increased considerably, leading to much more cost, desputes and so the time to develop that route.
5) It is better if the connection is as south as possible at 15 freeway to avoid congestions at 15 and 91 freeway intersection. (it will allow more distance to disperse of some of the traffic)
6) The need for this expressway is obvious, so why not do it fast? Far south will have least resistance from everyone.
7) It has the least environmental, residential and business impact.

Thanks.

Re

MR Shah

property owner, city of Perris.

→ It is essential that this parkway be constructed ASAP and picking far south route will eliminate lot of litigation issue, cost and time.

This page intentionally left blank

81493 CB, GQ, MM

Community Development
Department
Planning Division

RECEIVED
AUG 24 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

August 22, 2007

Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, Third Floor
P.O. Box 12008
Riverside, CA 92502-2208

SUBJECT: SUPPLEMENTAL NOTICE OF PREPARATION (NOP) FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) FOR THE MID COUNTY PARKWAY PROJECT

Dear Ms. Bechtel:

The City of Riverside appreciates the opportunity to comment and review the Supplemental NOP for the Draft EIR/EIS for the Mid County Parkway Project (MCP). Although not currently in an active annexation area, the MCP's proposed routes (alternatives) lie within the City's southern sphere of influence.

The City's conceptually approved General Plan 2025 supports the development of regional roadways. Policy CCM-1.1 (noted below) of the Circulation and Community Mobility Element (General Plan 2025) states the City's intent to support the development of the MCP as it has the potential to relieve congestion on State Route 91, offer an alternative to the 60/215/91 interchange, and provide an additional connection to Orange County.

> Policy CCM-1.1: Support development of CETAP (Community and Environmental Transportation Acceptability Process) corridors, including the Mid County Parkway formerly known as the Ramona Expressway/Cajalco Road Corridor) and the Bi-County Corridor from Riverside to San Bernardino County.

As identified in the Supplemental NOP, technical and biological studies will be conducted to assess the probable environmental impacts the MCP will have on the project area as well as to guide the analysis of the proposed EIR/EIS. The City requests that such studies appropriately address and discuss any potential amendments to established regional plans, including but not limited to, the Multiple Species Habitat Conservation Plan, in addition to the City's General Plan. Furthermore, a thorough discussion and analysis is needed to address all potential impacts the MCP's proposed routes will have on already established residential neighborhoods within the

bounds of the project area, including quality of life issues, traffic levels of service, and potential displacement.

The City requests that any future plans or documents related to the development of the MCP be forwarded to the City for review. Should you have any questions related to this letter, please contact Moises A. Lopez, Assistant Planner, at (951) 826-5264 or by e-mail at mlopez@riversideca.gov.

Sincerely,

Ken Gutierrez, AICP
Planning Director

c: Ronald Loveridge, Mayor
Riverside City Council Members
Brad Hudson, City Manager
Michael Beck, Assistant City Manager
Tom DeSantis, Assistant City Manger
Scott Barber, Community Development Director
Siobhan Foster, Public Works Director
Tom Boyd, Deputy Public Works Director/City Engineer
Steve Libring, Traffic Engineer
Supervisor Buster, 4080 Lemon Street, 5th Floor, Riverside CA, 92502-1527
Ron Goldman, Planning Director, 4080 Lemon Street, 9th Floor, Riverside, CA 92502

81385 CB, GQ, MM, HS

WARREN D. WILLIAMS
General Manager-Chief Engineer

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

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

August 13, 2007

RECEIVED
AUG 15 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Ms. Cathy Bechtel
Riverside County
Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Dear Ms. Bechtel:

Re: Supplemental Notice of Preparation of a Draft Environmental Impact Report for the Mid County Parkway Project

This letter is written in response to the Supplemental Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Mid County Parkway Corridor Project. The proposed project consists of the construction of a roadway from Interstate 15 on the west to State Route 79 on the east. The roadway will extend through the cities of Corona, Perris, and San Jacinto within western Riverside County, California.

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

> The proposed project is located within the District's Lake Mathews, Mead Valley, Perris Valley, San Jacinto River, Lakeview, Nuevo and San Jacinto Valley Master Drainage Plan (MDP) boundaries. When fully implemented, these MDP facilities will provide flood protection to relieve those areas within the MDP boundary of the most serious flooding problems and will provide adequate drainage outlets. The DEIR should address potential impacts to proposed facilities within the project area. To obtain more information on the MDPs, please contact Mark Wills of the District's Planning Section at 951.955.1345.

Thank you for the opportunity to comment on the Supplemental Notice of Preparation of a Draft Environmental Impact Report. Please forward any subsequent environmental documents regarding the project to my attention at this office. Any further questions concerning this letter may be referred to Art Diaz at 951.955.4643 or me at 951.955.1233.

Very truly yours,

TERESA TUNG
Senior Civil Engineer

c: TLMA
Attn: David Mares
Mark Wills

AD:mcv
P8\115245

This page intentionally left blank

81495 CB,
MM, GQ

Santa Ana Watershed Project Authority

SAWPA

RECEIVED
AUG 24 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

August 20, 2007

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502

Subject: Supplemental Notice of Preparation for the Draft EIR/EIS Mid County Parkway Project, SCH#2004111103

Dear Ms. Bechtel:

We appreciate the opportunity to comment on the Supplemental Notice of Preparation for the Draft EIR/EIS for the Mid County Parkway Project, SCH#2004111103.

The Santa Ana Watershed Project Authority (SAWPA) operates an important brine disposal system in the upper Santa Ana Watershed. The Santa Ana Regional Interceptor (SARI) line provides both sewer services and a means of disposing of the brine created when desalters convert salty groundwater to drinking water. This piece of infrastructure is essential in the provision of drinking water throughout the region.

Proposed project areas near the intersection of Cajalco Road and Interstate 15 may impact the operation of the SARI line as an important portion of the SARI serving the Lake Elsinore area runs east of Interstate 15. The maps presented are not sufficiently detailed to show specific areas where the proposed project crosses the SARI, but it is apparent from the descriptive material that these crossings will occur.

When developing final roadway alignments, it is necessary to consider impacts to the SARI system. SAWPA staff will provide detailed drawings and any assistance necessary to protect the SARI system during the construction and operation of the proposed project.

Please contact David Ruhl, Senior Project Manager (druhl@sawpa.org) for further information and assistance as the proposed project moves forward.

Sincerely,
Santa Ana Watershed Project Authority

Celeste Cantú
General Manager

C: Rich Haller, SAWPA
David Ruhl, SAWPA

Attachment: SARI Reach V Map

Ron Sullivan
Commission Chair

Celeste Cantú
General Manager

Eastern Municipal Water District

Inland Empire Utilities Agency

Orange County Water District

San Bernardino Valley Municipal Water District

Western Municipal Water District

This page intentionally left blank

SARI Line 2006: Reach V (TVRI) Sheet 4 of 15
4
3
5
Legend
Blow Off Valve (with Stationing)
Air Valve (with Stationing)
SARI Reach V
0 250 500 Feet

This page intentionally left blank

P2302

81504 CB, GQ, MM

RECEIVED
AUG 27 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers: President: Gary Ovitt, San Bernardino County • First Vice President: Richard Dixon, Lake Forest • Second Vice President: Harry Baldwin, San Gabriel • Immediate Past President: Yvonne B. Burke, Los Angeles County

Imperial County: Victor Carrillo, Imperial County • Jon Edney, El Centro

Los Angeles County: Yvonne B. Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Richard Alarcon, Los Angeles • Jim Aldinger, Manhattan Beach • Harry Baldwin, San Gabriel • Tony Cardenas, Los Angeles • Stan Carroll, La Habra Heights • Margaret Clark, Rosemead • Gene Daniels, Paramount • Judy Dunlap, Inglewood • Rae Gabelich, Long Beach • David Gafin, Downey • Eric Garcetti, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurulé, Cudahy • Janice Hahn, Los Angeles • Isadore Hall, Compton • Keith W. Hanks, Azusa • José Huizar, Los Angeles • Jim Jeffra, Lancaster • Tom LaBonge, Los Angeles • Paula Lantz, Pomona • Barbara Messina, Alhambra • Larry Nelson, Artesia • Paul Nowatka, Torrance • Pam O'Connor, Santa Monica • Bernard Parks, Los Angeles • Ian Perry, Los Angeles • Ed Reyes, Los Angeles • Bill Rosendahl, Los Angeles • Greig Smith, Los Angeles • Tom Sykes, Walnut • Mike Ten, South Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Herb J. Wesson, Jr., Los Angeles • Dennis Zine, Los Angeles

Orange County: Chris Norby, Orange County • Christine Barnes, La Palma • John Beauman, Brea • Lou Bone, Tustin • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Troy Edgar, Los Alamitos • Paul Glaab, Laguna Niguel • Robert Hernandez, Anaheim • Sharon Quirk, Fullerton

Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

Tribal Government Representative: Andrew Masiel Sr., Pechanga Band of Luiseño Indians

Ventura County: Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

6.21.07

August 22, 2007

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, Ca. 92502-2208

RE: SCAG Comments on the Supplemental Notice of Preparation of a Draft Environmental Impact Report for Mid County Parkway - SCAG No. I20070481

Dear Ms. Bechtel,

Thank you for submitting the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Mid County Parkway - SCAG No. I20070481, to the Southern California Association of Governments (SCAG) for review and comment. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The Mid County Parkway is a proposed 32-mile transportation corridor that will relieve traffic congestion for east-west travel in western Riverside County between the San Jacinto and Corona areas. CEQA requires that EIR's discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies, and provide supportive analysis as to why it is consistent, not-consistent, or not applicable to these policies. Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. Also, for ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format (attached). The RCPG, RTP and CGV can be found on the SCAG web site at: http://scag.ca.gov/igr

Please provide a minimum of 45 days for SCAG to review the DEIR when this document is available. If you have any questions regarding the attached comments, please contact James R Tebbetts at (213) 236-1915. Thank you.

Sincerely,

Jonathan Nadler for J. Lieb

Jacob Lieb
Manager, Environmental Division

DOCS# 139203v1

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MID COUNTY PARKWAY - SCAG No. I20070481

PROJECT DESCRIPTION

The Mid County Parkway is a proposed 32-mile transportation corridor that will relieve traffic congestion for east-west travel in western Riverside County between the San Jacinto and Corona areas and help address future transportation needs through 2035. The project proposes 9 location alternatives. The project will provide for connections to SR 79 in the east, I-215 in the center, and I-15 to the west. The project area is generally centered (north and south) on Cajalco Road on the west and Ramona Expressway on the east. The project area runs, from the west to the east, in the Temescal Wash, Lake Mathews, Mead Valley, Perris, and San Jacinto areas of Riverside County.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the DEIR for the Mid Valley Parkway Project.

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*

Regional Growth Forecasts

The DEIR should reflect the most current, adopted SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. It should be noted that SCAG is currently updating these forecasts, and depending on the timing, you may wish to add these updated forecasts. The adopted forecasts for your region, subregion, adjoining un-incorporated area, and cities are as follows:

Adopted SCAG Regionwide Forecasts

	2010	2015	2020	2025	2030
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted WRCOG Forecasts

	2010	2015	2020	2025	2030
Population	1,614,605	1,830,421	2,037,129	2,230,185	2,413,467
Households	521,606	606,139	691,621	776,168	860,168
Employment	541,587	633,161	727,005	822,031	918,640

Adopted WROG Unincorporated Riverside County Forecasts

	2010	2015	2020	2025	2030
Population	475,002	575,248	667,930	751,712	830,191
Households	156,466	195,665	235,183	274,346	313,281
Unicorp. Total	98,385	130,674	163,253	195,966	228,887

Adopted City of Corona Forecasts

	2010	2015	2020	2025	2030
Population	148,437	154,421	160,320	165,973	171,395
Households	44,428	47,092	49,814	52,504	55,203
Total	72,527	76,285	80,173	84,132	88,186

Adopted City of Riverside Forecasts

	2010	2015	2020	2025	2030
Population	307,847	323,384	338,712	353,397	367,489
Households	99,044	106,353	113,785	121,149	128,492
Total	163,771	181,120	199,078	217,369	236,081

Adopted City of Perris Forecasts

	2010	2015	2020	2025	2030
Population	63,440	70,014	76,501	82,719	88,683
Households	16,605	18,539	20,499	22,438	24,362
Total	16,652	19,892	23,249	26,666	30,168

Adopted City of Moreno Valley Forecasts

	2010	2015	2020	2025	2030
Population	169,895	187,816	205,503	222,451	238,703
Households	47,295	53,364	59,515	65,591	71,619
Total	46,416	56,143	66,221	76,485	86,993

Adopted City of San Jacinto Forecasts

	2010	2015	2020	2025	2030
Population	31,256	34,247	37,197	40,025	42,738
Households	11,047	12,284	13,541	14,782	16,016
Total	8,587	9,313	10,066	10,834	11,620

Adopted City of Hemet Forecasts

	2010	2015	2020	2025	2030
Population	105,100	121,911	138,496	154,392	169,636
Households	45,449	53,293	61,237	69,071	76,836
Total	31,656	36,924	42,384	47,942	53,629

* The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies*

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

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

3.05 Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.

3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

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

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

3.11 Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.

3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

3.14 Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.

3.15 Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.

3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.

3.17 Support and encourage settlement patterns, which contain a range of urban densities.

3.18 Encourage planned development in locations least likely to cause adverse environmental impact.

3.19 Support policies and actions that preserve open space areas identified in local, state, and federal plans.

3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.

3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

AIR QUALITY CHAPTER

The **Air Quality Chapter** core actions related to the proposed project include:

5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.

5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.

OPEN SPACE AND CONSERVATION CHAPTER

The **Open Space and Conservation Chapter** goals related to the proposed project include:

9.1 Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.

9.2 Increase the accessibility to open space lands for outdoor recreation

9.3 Promote self-sustaining regional recreation resources and facilities.

9.4 Maintain open space for adequate protection to lives and properties against natural and manmade hazards.

9.5 Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.

9.6 Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.

9.7 Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.

9.8 Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.

REGIONAL TRANSPORTATION PLAN

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

Regional Transportation Plan Goals

RTP G1 Maximize mobility and accessibility for all people and goods in the region.

RTP G2 Ensure travel safety and reliability for all people and goods in the region.

RTP G3 Preserve and ensure a sustainable regional transportation system.

RTP G4 Maximize the productivity of our transportation system.

RTP G5 Protect the environment, improve air quality and promote energy efficiency.

RTP G6 Encourage land use and growth patterns that complement our transportation investments.

Regional Transportation Plan Policies

RTP P1 Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.

GROWTH VISIONING

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents
GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.
GV P1.2 Locate new housing near existing jobs and new jobs near existing housing.

Principle 3: Enable prosperity for all people
GV P3.3 Ensure environmental justice regardless of race, ethnicity or income class.
GV P3.4 Support local and state fiscal policies that encourage balanced growth
GV P3.5 Encourage civic engagement.

Principle 4: Promote sustainability for future generations
GV P4.1 Preserve rural, agricultural, recreational and environmentally sensitive areas.
GV P4.3 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
GV P4.4 Utilize "green" development techniques

GENERAL COMMENT

SCAG is in the process of updating the RTP and RCPG. Depending on the timeframe for adoption of the Mid County Parkway, updated policies and population, household, and employment forecasts found in the RTP and RCPG might be incorporated into the DRP.

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

Suggested Side by Side Format - Comparison Table of SCAG Policies

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

SCAG RCPG (RTP and/or CGV) Policies
Growth Management Chapter

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

This page intentionally left blank

81343 CB, GQ, MM, HS

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

RECEIVED
AUG 10 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

August 3, 2007

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Dear Ms. Bechtel:

Notice of Preparation of a Draft Supplemental Environmental Impact Report (Draft SEIR) for the Mid County Parkway

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

Air Quality Analysis

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

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

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for

calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

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

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

Mitigation Measures

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

Data Sources

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

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:LI
RVC070802-04AK
Control Number

P2302

81692 CB, GQ, MM

SHEPPARD MULLIN
SHEPPARD MULLIN RICHTER & HAMPTON LLP
ATTORNEYS AT LAW

Four Embarcadero Center | 17th Floor | San Francisco, CA 94111-4106
415-434-9100 *office* | 415-434-3947 *fax* | *www.sheppardmullin.com*

Writer's Direct Line: 415-774-2972
bmoorhead@sheppardmullin.com

Our File Number: 0WBS-072938

September 12, 2007

RECEIVED
SEP 13 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

VIA FACSIMILE AND EXPRESS MAIL

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, Third Floor
Post Office Box 12008
Riverside, California 92502-2208

Re: Supplemental Notice of Preparation for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project, SCH#2004111103

Dear Ms. Bechtel:

Sheppard Mullin Richter & Hampton represents USA Waste of California, Inc. ("USA Waste"), which owns the El Sobrante Landfill ("Landfill"). On behalf of USA Waste, we appreciate the opportunity to respond to the Supplemental Notice of Preparation of a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project (dated July 31, 2007), and for the extension you granted USA Waste to respond by September 14, 2007. The Notice of Preparation ("NOP") announces that the Riverside County Transportation Commission ("RCTC") and the Federal Highway Administration ("FHWA") are preparing a project-level Draft Environmental Impact Report/Environmental Impact Statement ("EIR/EIS") in connection with the Mid County Parkway Project ("MCP"), an east-west regional transportation facility that includes the Ramona Expressway/Cajalco Road alignment south of Lake Mathews in western Riverside County. The report is intended to satisfy the requirements of the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA").

As you are aware, USA Waste's primary concern is the probable environmental effects that the MCP will have on the implementation of the El Sobrante Multiple Species Habitat Conservation Plan ("El Sobrante HCP"). The MCP is likely to adversely impact the value of sensitive habitat that USA Waste successfully preserved and restored pursuant to the HCP. This and other concerns are set forth in greater detail below. We anticipate continuing this dialogue with RCTC throughout the preparation of the EIR/EIS to ensure the thorough assessment of the MCP's effects, and the elimination or mitigation of significant impacts on the El Sobrante HCP.

B.1.9.2.1

I. EL SOBRANTE HCP

The El Sobrante HCP covers land located within the Western Riverside County Multiple Species Habitat Conservation Plan ("MSHCP") Conservation Area, but its activities are governed by its own approved HCP. (See Attachment 1: Regional Location Map.) The lands covered are referred to as the HCP Plan Area, which is comprised of the Landfill and Undisturbed Open Space (referred to in this letter as the "Preserve"). The Landfill Area measures approximately 645 acres. Once it is closed, the Landfill will be restored to Riversidian sage scrub habitat according to the El Sobrante HCP. The Undisturbed Open Space, or Preserve, totals approximately 688 acres. (See Attachment 2: HCP Plan Area.)

The HCP covers two federally or state listed species, specifically the Stephens' kangaroo rat (*Dipodomys stephensi*) and the California gnatcatcher (*Polioptila californica californica*). In addition, the HCP covers twenty-nine other plant or animal species, including the Many-stemmed dudleya (*Dudleya multicaulis*). If any of these species become listed, incidental take of the species would be authorized under the incidental take permits. Covered activities include site preparation and landfill construction, waste management operations, closing and capping the landfill, maintenance and monitoring of the site, post-closure monitoring and maintenance, and HCP implementation.

The U.S. Fish & Wildlife Service ("Service") issued incidental take permits under Section 10 of the Endangered Species Act for the El Sobrante HCP on July 24, 2001. The California Department of Fish & Game ("Department") also issued Section 2081 permits in August 2001 pursuant to the California Fish & Game Code. The permits cover an 80-year time period, covering 50 years of operation of the Landfill followed by 30 years of continued monitoring of preserved and restored habitat. At the end of the 80-year term, approximately 1,305 acres will be permanently conserved as protected species habitat.

USA Waste, the Service, the Department, and Riverside County entered into the HCP Implementation Agreement (dated July 2001)("Agreement"). Under Section 7.1 of the Agreement, the County must "accept the Dedication Lands subject to a Conservation Easement which shall be reserved in favor of a Designated Grantee for mitigation under the HCP for Covered Activities." Additionally, the Agreement requires the County to cooperate with the management measures provided for in the Conservation Easement.

USA Waste placed conservation easements and recorded grant deeds in favor of the County over the Preserve lands. Paragraph 4 of the grant deed recorded as No. 079492 on February 13, 2002 states:

> [The County of Riverside] hereby covenants and agrees, for itself and its successors and assigns that Grantee and such successors and assigns shall not take any action or cause any action inconsistent with the terms of the Permits or take any action or cause an action to be

taken that would in any way impede Grantor's ability to carry out the terms of the Permits.

The breach of this covenant would grant USA Waste the right to exercise all its rights and remedies and maintain any actions to enforce the curing of the breach, subject to Paragraph 4.5 of the Implementing Agreement. Under Paragraph 4.5, the County is required indemnify USA Waste in connection with "physical damages to any property, resulting from any willful act or omission of the County, its agents and employees occurring on or about the Plan Area."

II. PROBABLE ENVIRONMENTAL EFFECTS FOR REVIEW

A. Biological Resources

The NOP states that consistency with applicable HCPs will be addressed in the EIR/EIS. It appears that all of the proposed alternatives are inconsistent with the El Sobrante HCP in that they impact the existing Preserve either directly or indirectly. In fact, the NOP acknowledges that the inconsistencies of the MCP alternatives with the El Sobrante HCP may require an amendment of the HCP, for which approval from the Service and the Department would be required. The EIR/EIS must evaluate the effects of these inconsistencies on implementation of the El Sobrante HCP, any effects of CEQA mitigation measures that might result from amending the HCP, and any provision of off-setting mitigation that might be necessary to compensate for mitigation land lost as a result of the MCP.

Section 17.2.2 of the Implementation Agreement requires amendments for all changes not originally contemplated or not otherwise agreed to by the Service, the Department, and USA Waste to be minor modifications. Section 17.2.1 requires that amendments to an HCP "follow the same process followed for the original HCP certification." This lengthy process may include public notice and potential additional environmental review, depending on the nature and scope of the amendment. Not only could an amendment trigger a new review and approval process, but it would potentially expose USA Waste to opposition and possible legal challenges from conservation groups who might oppose amendment.

Appendix G of the CEQA Guidelines, Environmental Checklist Form, identifies "[c]onflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Plan, or other approved local, regional, or state conservation plan" as a threshold of significance. Consistency with the El Sobrante HCP should be adopted or otherwise used as a significance criterion in evaluating the impacts of the MCP.

Under all of the alternatives, the MCP would conflict with and result in significant effects either directly or indirectly on the HCP. Alternative 9 poses the most significant impact by directly impacting and fragmenting the El Sobrante Preserve. These effects must be thoroughly examined in the EIR/EIS. USA Waste favors any alternative that poses no direct or indirect impacts to the Preserve. Fragmentation of the Preserve should be avoided as an activity that is inconsistent with the purposes of the conservation easements.

In particular, the fragmentation of the dudleya restoration site that could to result from Alternative 9, depending on the alignment, is of concern. The HCP required that these restoration sites be of "suitable size so that dudleya patch size and distribution will be similar to the impact site." Dudleya restoration has been successful with 30,000 to 60,000 plants in the Preserve. USA Waste favors an alternative that would avoid all direct and indirect effects to the Preserve, and ask that such an alternative be included in the EIR/EIS.

The effect of increased vehicle emissions to protected species and habitats is another potential impact of the MCP. Nitrogen deposition from vehicles and other sources tend to be destructive to serpentine habitat as well as to other sensitive aquatic and terrestrial species habitats. The Northern red diamond rattlesnake (*Crotalus ruber ruber*) is one of seven amphibian or reptile species covered by the El Sobrante HCP. These impacts should be evaluated in addition to the other air quality impacts resulting from the MCP which potentially affect Landfill operations as noted below.

In addition to the direct effects on the HCP Preserve, indirect effects resulting from the close proximity of the corridor will make managing the Preserve more challenging and expensive. Currently the HCP is not designed to address the invasive elements (i.e., weeds, trash), light or noise that the roadway would bring. In addition, we are concerned that the close proximity of high speed vehicles to the undisturbed Preserve will increase the likelihood of fires. Based on these potential impacts, the MCP might undermine the effectiveness of the El Sobrante HCP. Appropriate mitigation measures for these impacts should be identified and included in the EIR/EIS.

B. Geology and Soils

The MCP alternatives are in close proximity to the landfill's limit of disturbance. The southernmost alternative in particular is located closest to the northernmost edge of the limits of grading for the Landfill. This proximity may cause a risk of water discharge or flooding from the corridor into the Landfill's limit of disturbance. The intrusion of water into the limits of grading could require additional drainage structures and modifications to the planned footprint of the Landfill, a significant effect.

The current landfill design did not anticipate additional water discharge from the proposed impervious MCP surface or potential impacts to groundwater quality resulting from impacted storm water. Ditches have been designed and constructed where needed along the perimeter of the Landfill to intercept storm water run-on prior to contact with the refuse column. These potential impacts on the Landfill's limit of disturbance and potential impacts to the groundwater monitoring network should be examined under all alternatives, where applicable, and appropriate mitigation measures identified.

C. Air Quality

USA Waste requests that the MCP's study of air quality includes the Landfill. The EIR/EIS should address the increase in vehicles and mitigate the resultant air quality impacts along

the corridor so as not to trigger the Landfill's air quality mitigation measures and thereby adversely impact the Landfill's operation and construction activities. (See Attachment 3: Mitigation Measure AQ-11.) The effects of increased levels of NO_2 could directly conflict with operation of the Landfill. The significance of all project-related pollutant emissions must be considered. Therefore, these potential effects to the Landfill operations should be considered, and appropriate mitigation measures identified in the EIR/EIS to ensure that the MCP does not impinge on the Landfill's ability to meet its mitigation requirements.

D. Transportation/Traffic

The Project will negatively impact flow on Interstate 15 ("I-15"), which currently operates at Level of Service F. USA Waste has agreed with Riverside County to have all of the county waste management transfer trucks use only I-15 as the access corridor to the Landfill. Increased traffic due to the MCP will impact Landfill truck trips and Landfill operations. This impact should be analyzed in the EIR/EIS, and appropriate mitigation measures should be identified to ensure no direct conflict with Landfill operations.

E. Visual

The Landfill operates 24 hours a day, has night-time lighting, and will be within the view shed of corridor users. The MCP's effect and compatibility with this operation should be assessed in the EIR/EIS and mitigation identified, where appropriate, to ensure the MCP will not impair the long-term operation of the Landfill.

III. ALTERNATIVES TO BE REVIEWED

Of the proposed alternatives, Alternative 9 would have the greatest impact on the El Sobrante Preserve. It would directly impact a minimum of approximately 20 acres of the Preserve set aside for preservation of native plant and animal species. Alternative 1A, the No Project/No Action alternative, would be preferable to any alternative that impacts the Preserve or the Landfill.

The NOP states that Alternatives 2 and 3 have been removed from consideration due to "engineering feasibility issues." Each of these alternatives provided for a parkway north of Lake Mathews. These alternatives would pose no direct impacts and potentially less indirect impact to the Landfill and the Preserve areas for the El Sobrante HCP. USA Waste requests that northern alternatives be studied in detail under this EIR/EIS. In addition, a more southerly alternative that avoids all impacts to the Landfill should be considered. No such alternatives are now proposed to be studied in this EIR/EIS. Including these alternatives would comport with CEQA and NEPA requirements to examine alternatives that would reduce or eliminate significant environmental effects of the MCP.

As discussed above, impacts to the area must be thoroughly analyzed in the EIR/EIS, with appropriate mitigation identified for those alternatives that would impact the Preserve. Mitigation would include, among other measures, potential amendment of the HCP to ensure MCP

impacts to the Preserve are off-set. This measure could result in additional review and potential legal challenges.

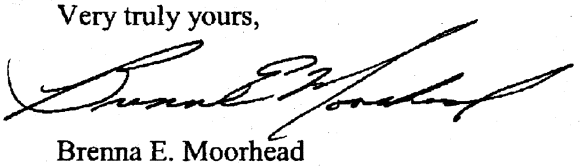
IV. CONCLUSION

We appreciate the opportunity to comment on the NOP. We request that you thoroughly review each of these concerns in the EIR/EIS and address significant impacts to the El Sobrante Landfill or Preserve with appropriate off-setting mitigation measures.

If the County chooses a preferred alternative that requires amendment of the HCP as a necessary mitigation measure, USA Waste would seek indemnification from the County for any potential lawsuits and for loss of profits resulting from amending the HCP pursuant to the El Sobrante grant deeds and the Implementation Agreement.

On behalf of USA Waste, we look forward to discussing these issues with you further. Please do not hesitate to contact us if you require information regarding the nature and scope of these potentially significant adverse impacts. Mr. Damon De Frates of USA Waste is the contact person. He can be reached at 951-277-5103 and all correspondence regarding the MCP should be sent to him at USA Waste of California, Inc., El Sobrante Landfill, 10910 Dawson Canyon Road, Corona, CA 92883.

Very truly yours,



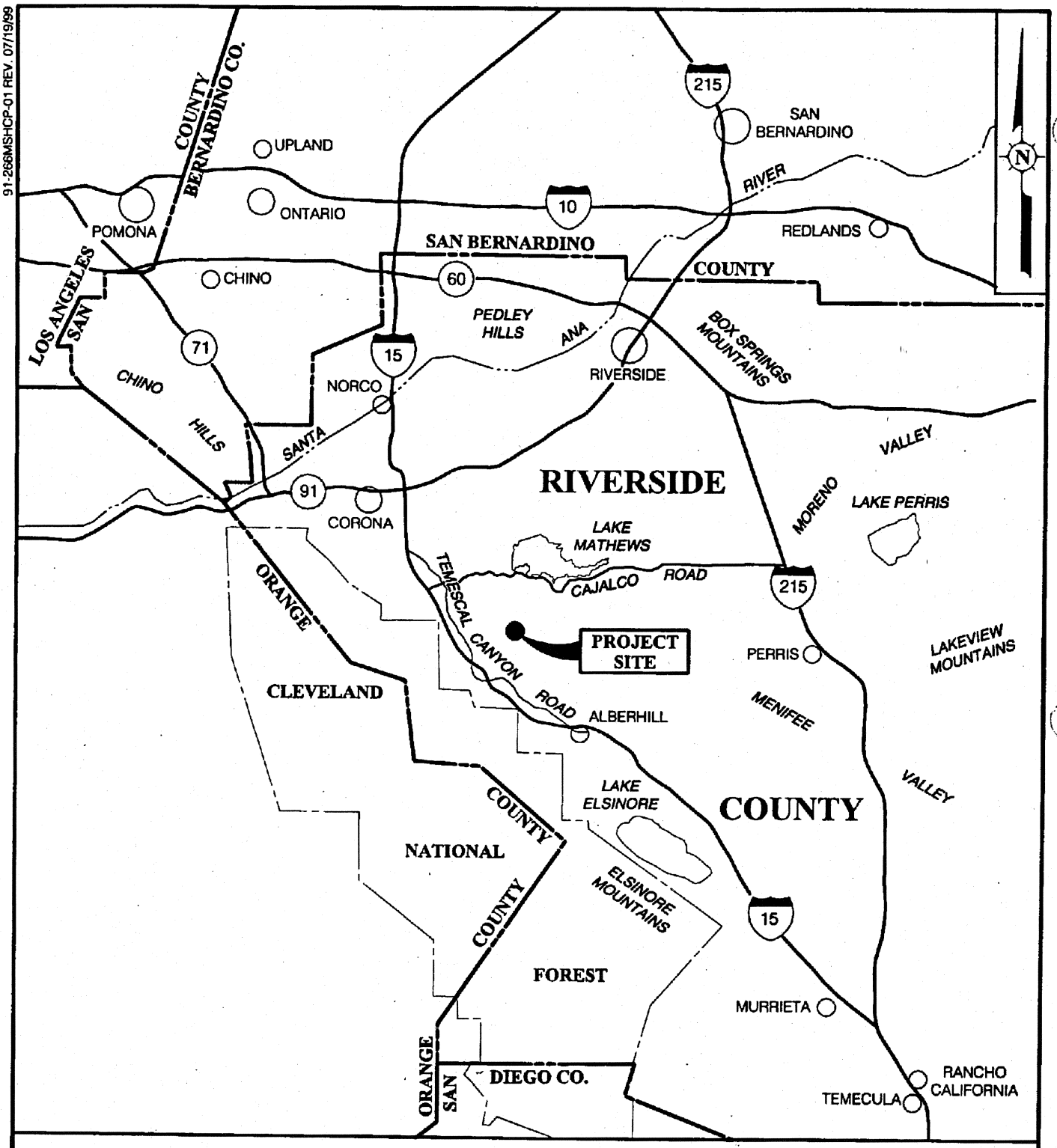
Brenna E. Moorhead

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

W02-WEST:5BM1\400422039.3

Attachments

cc: Supervisor Bob Buster, Riverside County Board of Supervisors, 1st District
Damon De Frates, USA Waste of California, Inc.
Lily Quiora, Waste Management, Inc.
Robert J. Uram, Sheppard Mullin Richter & Hampton LLP



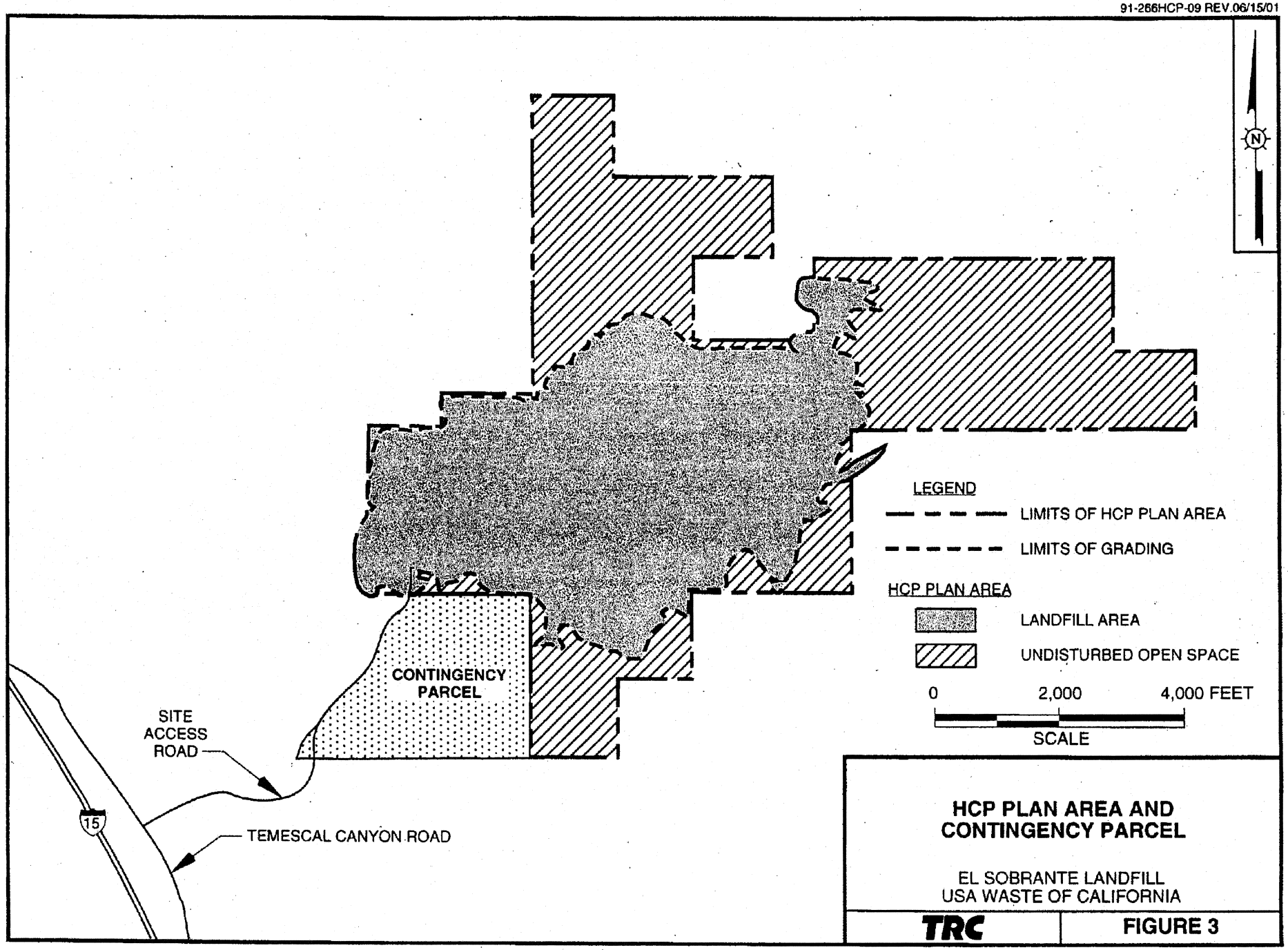
REGIONAL LOCATION MAP

EL SOBRANTE LANDFILL
WASTE MANAGEMENT, INC.

TRC | **FIGURE 1.1**

This page intentionally left blank

91-266HCP-09 REV.06/15/01



HCP PLAN AREA AND CONTINGENCY PARCEL

EL SOBRANTE LANDFILL
USA WASTE OF CALIFORNIA

TRC | **FIGURE 3**

This page intentionally left blank

MITIGATION MEASURE

AQ-11

Prior to construction and construction/operation activities, the following premonitoring measures shall be implemented to avoid or lessen boundary concentrations of NO_2: (Board of Supervisors)

- Normal landfill operations and cell construction/closure activities shall be preplanned to avoid potentially adverse alignments (both horizontally and vertically) during anticipated periods of meteorological conditions which could result in the greatest property boundary concentration.
- During periods when both disposal and construction activities are occurring, downwind property line monitoring of NO_2 shall be implemented for wind and stability conditions which could result in the highest boundary concentrations.

During construction and construction/operation activities, the following postmonitoring measures shall be implemented to avoid or lessen boundary concentrations of NO_2: (Board of Supervisors)

- If monitoring determines that the 1-hour NO_2 standard (i.e., 470 $\mu g/m^3$) is being approached (i.e., within 95 percent of the standard or approximately 450 $\mu g/m^3$), construction or cell closure activities shall be curtailed until the appropriate tiered mitigation measures can be implemented, or until adverse meteorological conditions no longer exist.
- The waste placement and/or clay preparation areas shall be moved to a preplanned alternative working location to separate emissions from clay placement construction emissions.
- Construction procedures shall be configured such that operations requiring heavy equipment do not occur simultaneously (e.g., clay placement and protective soil placement by scrapers will not be done during periods with adverse meteorological conditions).
- Construction scheduling will be slowed to reduce daily equipment usage.
- Hours of construction with designated pieces of equipment (e.g., scrapers) shall be constrained to occur outside of peak adverse meteorological conditions.

RESPONSIBLE AGENCIES:

LEA, SCAQMD

IMPLEMENTATION AND TIMING:

A. LEA and SCAQMD to review inspection reports prepared by USA Waste upon agency discretion.

B. LEA and SCAQMD to conduct onsite inspection during construction and through landfill operation upon agency discretion.

This page intentionally left blank

P2302

81392 HS, CB, GQ, MM, SK

3435 Wilshire Boulevard
Suite 320
Los Angeles, CA 90010-1904
(213) 387-6528 phone
(213) 387-5383 fax
www sierraclub org

SIERRA CLUB
FOUNDED 1892

RECEIVED
AUG 16 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

August 11, 2007

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street
Riverside, CA 92502

Re: Supplemental Notice of Preparation for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project, SCH#2004111103

Dear Ms Bechtel

Thank you for the opportunity to comment on the Supplemental NOP.

The Sierra Club must oppose the proposed Mid County Parkway Project for three reasons

First, the MCP would be a new heavily traveled highway encouraging auto commuting and urban sprawl in an era in which we face a grave threat to our civilization - global warming (GW) The State of California has joined most of the developed world in accepting the reality of this threat, and new highways delay the changes in California necessary to combat this menace As you know, scientists overwhelmingly urge rapid reductions in greenhouse gas emissions to prevent the planet from passing the tipping point at which GW becomes a catastrophic runaway process about which humankind can do nothing. Global warming and attendant climate change threatens Riverside County's long-term water supply and will bring increased frequency and seventy of fire to the county Changes in climate will put public health at risk through heat-related illnesses and the possible spread of infectious diseases. Riverside County's decision makers have a legal obligation to consider whether the MCP is contributing to global warming, which is bringing global environmental change unprecedented for modern human beings.

With this in mind, we believe the RCTC owes the residents of Riverside County, the State and the planet an effort to do its utmost to cease "business as usual" and begin to address congestion in ways that are designed to minimize the need for commuting by auto in the first place Southern California transportation agencies have built freeway after freeway for decades to relieve congestion only to see it increase year after year .A combination of land use planning designed to attract employers to Riverside County's advantages rather than the reverse, coupled with a 21st century transit system where necessary, must be the approach that California's transportation agencies now embrace

Second, although the NOP does not suggest this, another RCTC publication, "On the move", shows a "Proposed Corridor B Toll" through the Santa Ana Mountains from the I-15 near the MCP junction to the junction between the 133 and 241 toll roads in Orange County The Sierra Club has opposed any new corridor through the mountains of the Cleveland National Forest because of the damage it would bring to the forest and its wildlife We point this out because this corridor could be a consideration in the proposed MCP EIR/EIS.

B.1.9.2.1

Third, the Mid-County Parkway would greatly increase the traffic on the I-15 at Cajalco Road where it is already at or beyond capacity for several hours every day Ending the MCP at this point would only worsen a choke point on the I-15 If the MCP is extended as suggested by the "On the move" publication by building a proposed corridor to Orange County, it would only serve to move the endpoint of the new corridor to the junction of the 133 and 241 which would then become a new congestion point. This point reinforces the fact that what is needed is not another freeway, but thinking in new directions as suggested above.

Lastly, the Sierra Club wishes to commend RCTC for its participation in the recent and ongoing extensions to the Metrolink system and looks forward to further additions to transit such as light rail and busways

Sincerely,

David Perlman

David Perlman, Chair
Orange County Conservation Committee
Angeles Chapter, Sierra Club

P2302

81526 CB, GQ, MM

SAN GORGONIO CHAPTER

SIERRA CLUB
FOUNDED 1892

4079 Mission Inn Avenue, Riverside, CA 92501 (951) 684-6203
Membership/Outings (951) 686-6112 Fax (951) 684-6172

Regional Groups Serving Riverside and San Bernardino Counties: Big Bear, Los Serranos, Mojave, Moreno Valley, Mountains, Tahquitz.

RECEIVED
AUG 29 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

August 28, 2007

Ms. Cathy Bechtel
Riverside County Transportation Commission
P.O. Box 12008
Riverside, California 92502-2208

Dear Ms. Bechtel:
Re: Supplemental Notice of Preparation for the Draft EIR/EIS for the Mid-County Parkway Project (SCH#2004111103)

The Moreno Valley Group of the Sierra Club appreciates this opportunity to express some thoughts about the above-named project. All previous comments on this project are incorporated by reference – even the first NOP, when you were upfront about this leading to a tunnel into Orange County. As recently as July 11, the Los Angeles Times published an article connecting Cajalco Road (Mid-County Parkway) to Orange County with a tunnel through the mountains (see attached), and the Press-Enterprise did the same in another July article. In fact I have enclosed your own publication "On the Move" (Sunday, November 12, 2006), which refers to the same tunnel connecting Riverside and Orange counties.

The Sierra Club restates (see our previous NOP letter) that you are segmenting a much larger project – connecting San Jacinto to Orange County with the use of a tunnel. We believe that you must complete a single EIR/EIS on the entire project.

What will be the Level of Service for the intersections at Interstate 215 and the "Mid-County Parkway" (MCP), and Interstate 215 and Highway 91, as well as Interstate 215 between those two interchanges?

Where will you put the horse/large animal crossings, and why?

You need a map of Lake Perris Dam inundation when it is brought back to its historic high levels (see enclosed article). You also need a map of Lake Hemet Dam inundation area. (P.E. 5-27-06)

Social justice issues need to be addressed regarding City of Perris residents vs. Lake Mathews area residents – including all the various combinations of routes. USC and UCLA have proven the health risks to students and the elderly who are within 1500 feet of a freeway. How will this project avoid such health hazards to existing uses? All possible routes must be analyzed.

Direct, indirect, growth-inducing, and cumulative impacts need to be analyzed for all possible routes and combinations of routes.

Greenhouse gas needs to be analyzed, and this must include the development fostered by the growth-inducing results of such a roadway.

How much can you reduce traffic if you use the same amount of money to buy land for open space instead of on all the MCP work to date and until the MCP ultimate build-out? This needs to be an alternative in the DEIR/EIS.

What wetlands and streams/rivers will be affected, and how will you protect them during construction? What structures will be used to cross them?

What amount of farmland and multi-species reserves will be lost and/or degraded as a result of direct, indirect, growth-inducing, and cumulative impacts? What about forest lands?

Explain all harmful impacts and how they will be reduced or eliminated on each possible route combination.

Where are all existing connecting wildlife corridors from each side of the roadway? How will you maintain connectivity? How will you monitor the effectiveness of wildlife corridor usage, comparing the present-day movement to what happens during and after ultimate build-out?

B.01.09.02.01

How will you reduce noise without destroying connectivity?

Will bridge extensions be used for wildlife/horses and farm equipment? How will you use culverts, and where will they be used? How will animals know where they are? How will you monitor their use?

How will you control run-off so it does not contaminate groundwater and existing wetland areas?

How will you educate all workers to understand the 100+ species' needs covered by the RC Multi-Species Plan and the nearby reserve systems?

Ramona Expressway is supposed to be a designated scenic roadway. Will it be constructed as such? Will pole signs be prohibited?

How can you justify this as a roadway to move traffic and allow the minimum allowable distance (1 mile) between on/off ramps?

How will Bridge Street fit into the MCP?

The landscape architects' plan needs to be shown – especially around on/off ramps – to indicate why the MCP is greener. Will plants/trees be native?

Explain which aspects of "green highways" will be used and which will not.

How will you include ecologically friendly construction materials?

Explain how you will incorporate "context sensitive designs" into the building of the MCP.

How will you protect the multi-species reserves from lighting – overhead, vehicles, commercial -- and lights from growth-induced housing?

What impacts will lights have on species like the Stephens' Kangaroo Rat and all other species?

How will on/off ramps impacts local roadways?

All potential geological impacts to the MCP must be analyzed – including fissures, earthquake faults, and subsidence.

How will you incorporate advanced traveler information systems?

Please include these Sierra Club thoughts in your writing of the DEIR/EIS.

Please use the address below to notify me of all meetings where this item is on the agenda. Please send me all future documents related to this project, including hard copies of all volumes of the DEIR/EIS as well as technical appendices.
Sincerely,

George Hague

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

P.S. The Sierra Club strongly recommends that you acquire all buildable land between the Ramona Expressway and the San Jacinto Wildlife Area, a multi-species reserve, to mitigate for some of the direct, indirect, cumulative, and growth-inducing impacts cased by this freeway.

Needed by 2050: decked freeways, tunnels, tolls, trains

By Rong-Gong Lin II and Jeffrey L. Rabin
Times Staff Writers

Building the roads and transportation infrastructure needed to accommodate Southern California's surging population could cost more than $100 billion, according to planners, leaving the region's taxpayers with a tough choice ahead.

Local transportation agencies said the Southland's freeways and mass transit need drastic changes to accommodate what state officials project as a 60% increase in the region's population by 2050.

That would probably include adding upper decks to some Los Angeles County freeways, new rail lines and building freeways or toll roads in places like the Antelope Valley, Orange County and Riverside County.

"We are thinking here of a big system, equivalent to the interstate system," said Hasan Ikhrata, director of planning and policy for the Southern California Assn. of Governments, referring to the freeway building boom of the 1950s and 1960s that revolutionized American auto traffic.

The population forecast, released Monday by the state Department of Finance, predicted that California's population would swell to nearly 60 million by midcentury. Southern California's population would reach 31.6 million by 2050, up from 19.5 million in 2000.

Some demographers believe that the state will only reach those numbers if it provides adequate public infrastructure. Others worry that the growth will come even without more roads, making congestion worse.

"The Westsiders won't cross the 405. The west San Gabriel Valley people will stay in their little pocket," said Dowell Myers, USC professor of urban planning and demography. "We're going to live and work more in villages."

Politicians and transportation planners have been grappling for decades with how to make road improvements keep up with the rising population — and many admit that they have largely failed. The percentage of highways in the state deemed congested rose from 32% to 43% from 1992 to 2002, according to a California Department of Transportation study, which defines congestion as rush-hour traffic that moves at 35 mph or less.

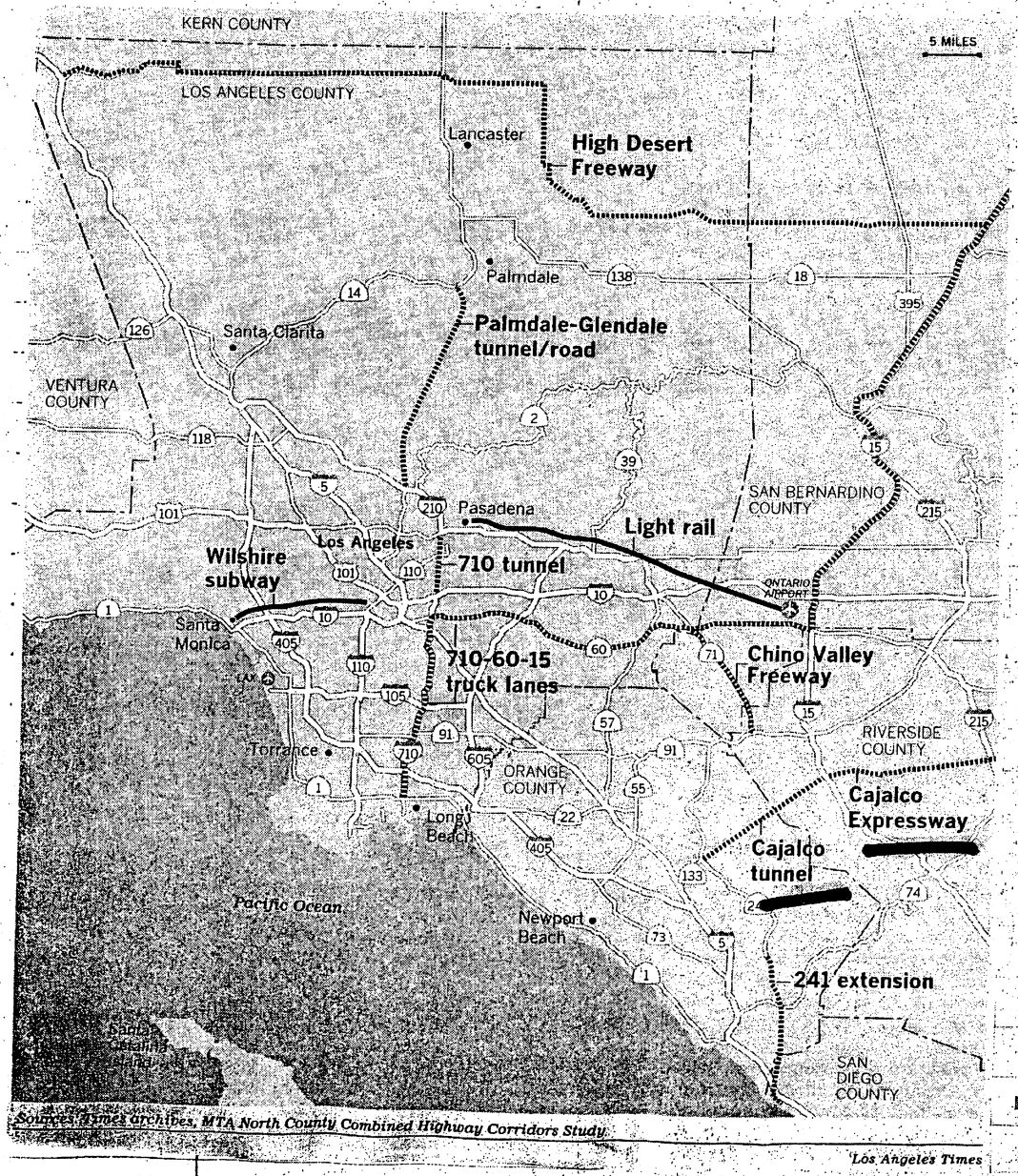
In November, California voters approved a $19.9-billion transportation bond measure, hailed as a major milestone.

But the planning studies put the bill for keeping congestion in check at $140 billion in the next 30 years for six Southern California counties.

Paying for the improvements will be difficult. Many counties — including Los Angeles, Orange,

Building for the future

Southern California's freeway and rail systems will need major changes to accommodate what state officials project could be a 60% increase in the region's population by 2050. Here are some projects planned or under consideration.



Sources: Times archives, MTA North County Combined Highway Corridors Study

Los Angeles Times

Los Angeles Times

Wednesday, July 11, 2007

Transit price tag put at $140 billion

[*Transportation, from Page A1*]

San Bernardino and Riverside — already have a sales tax for transportation projects.

Many say boosting the gas tax would be the most logical way to collect more revenue. But it is politically unpopular with prices at the pump so high. California and the federal government each impose a gasoline tax of 18 cents a gallon, a rate that has not changed since the early 1990s despite a sharp rise in gas prices. Because the tax has not been adjusted for inflation, California has struggled merely to maintain its existing roads.

And without more roads, "we will be in a serious congestion crisis from the Oregon border to Mexico," said Eric Haley, executive director of the Riverside County Transportation Commission.

One reason the potential fixes cost so much is that there is so much less raw land than there was in the 1950s. As a result, officials must go to great lengths to engineer new roadways:

- Several of the routes considered most crucial by traffic planners require tunneling under neighborhoods or mountains. These include extending the 710 Freeway through South Pasadena, creating a link under the Santa Ana Mountains from Riverside to Orange counties and boring a tunnel from the Los Angeles Basin through the San Gabriel Mountains into the Antelope Valley.
- Los Angeles County has the most severe land crunch, so officials say the only way to significantly improve capacity is to double-deck freeways. A portion of the 110 Freeway in South L.A. is a model, allowing carpools and buses in special elevated lanes.
- Toll roads are gaining new attention because officials could use future revenues to borrow money to build the highways. Officials have talked about an expressway connecting the fast-growing high desert regions of Los Angeles and San Bernardino counties, and construction is almost completed on a 10-mile toll road east of San Diego.
- The surge in Riverside County's population — expected to leapfrog Orange and San Diego counties and become the No. 2 county in the state — also means the many assumptions about transportation need to be revised. Ikhrata said north-south roads that connect far-flung suburbs in the Inland Empire are needed, rather than the traditional east-west roads that connect those suburbs to Los Angeles.

Besides moving the growing number of commuters to work, government planners predict a 400% increase in cargo movement over the next 30 years, further taxing the freeway system and probably requiring truck-only toll lanes on heavily traveled routes such as the 710, 60, 5, 10 and 15 freeways.

Planning is just beginning for a toll road system for trucks that would cover the heavily traveled route from the ports of Los Angeles and Long Beach to the warehouses and logistics facilities of the Inland Empire, from which cargo is distributed across the United States.

"Do we have the political willingness to come out and say this is needed for the state? That, unfortunately, we are going to charge some people for it but it has to be done?" Ikhrata said. "Look, if we're really going to have 60 million people in California, you need these lanes and you need more. You need to accommodate growth, period, unless you're OK driving 5 mph."

Yet, major freeway expansion will be difficult. Any effort to greatly expand the capacity of urban freeways in Los Angeles is likely to run into a buzz saw of opposition from environmentalists and homeowners who don't want more auto traffic and exhaust in their backyards.

In Orange County, plans to build a 16-mile toll road through San Onofre State Beach has sparked opposition from environmentalists and surfers.

And decades of opposition from South Pasadena has stalled Caltrans from completing the missing link of the 710 Freeway, which would offer trucks on the Long Beach Freeway an alternate route to the Central Valley or the Inland Empire.

Now, Caltrans and the MTA are studying a multibillion-dollar tunnel, an idea that continues to run into opposition from some South Pasadenans.

The 710 Freeway fight underscores the debate across the region about how transportation agencies use the money they have.

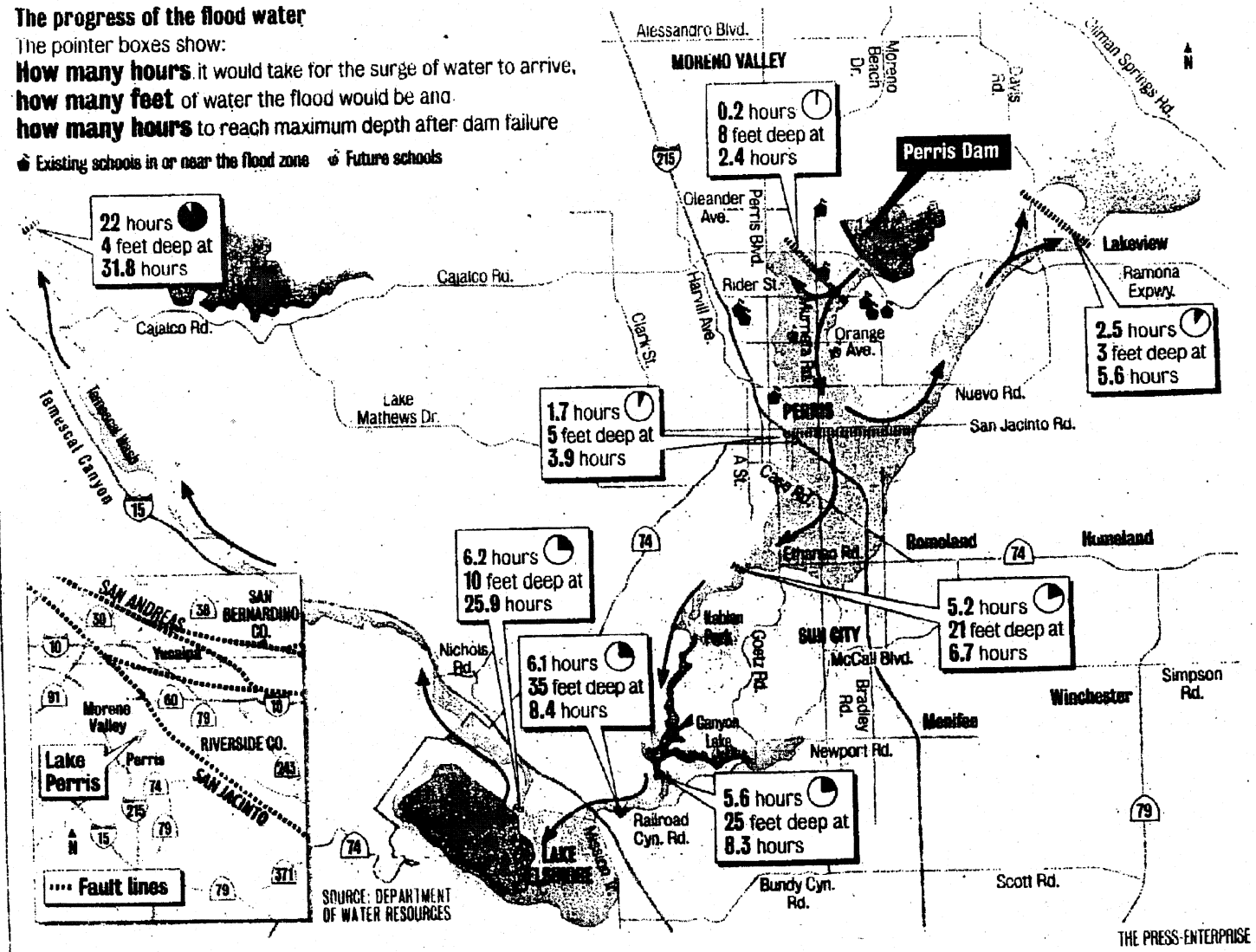
In Los Angeles County, for example, a 1 cent per $1 sales tax goes mostly to pay for mass transit, operating buses and rail lines. The Metropolitan Transportation Authority is building two lines, one to Culver City and the other to East L.A. And Mayor Antonio Villaraigosa is pushing for a $5-billion subway along Wilshire Boulevard.

Other counties have focused more resources from their sales taxes on road expansion. But officials are quick to point out that those revenues only go so far.

"We already are struggling to meet the demand of the current population, and so adding to that is definitely going to be a big hurdle," said Cheryl Donahue, spokeswoman for San Bernardino Associated Governments.

ron.lin@latimes.com
jeff.rabin@latimes.com
Times staff writers Jonathan Abrams, Maria L. La Ganga and Sara Lin contributed to this report.

WORST-CASE SCENARIO: If a powerful earthquake caused Lake Perris' dam to fail and unleash all of the water, the flood would cover a wide area even at the lake's lowered level.



PERRIS: Flood-warning system will call residents' cell phones

This page intentionally left blank

PE·com

Flood of Concern

Riverside County is updating warning and response plans in case an earthquake destroys the dam holding back Lake Perris

10:53 AM PDT on Saturday, May 27, 2006

By JENNIFER BOWLES
The Press-Enterprise

When Jackie Burnip looks out her kitchen window, a sliver of the imposing 2-mile-long earthen dam that holds back billions of gallons of water in Lake Perris looms above a flowering purple bush in her backyard.

It's a daily reminder, she says, of what state engineers announced last summer: Perris Dam might not withstand a powerful earthquake on the order of magnitude 7.5.

Although the popular swimming and boating lake has been lowered to what state engineers say is a safe level, a worst-case flood map generated by the state shows that a complete failure of its dam would unleash some 26 billion gallons of water across 30,000 acres of fast-growing western Riverside County, from rural Lakeview to the Prado Dam by Corona.

"What bothers me most is when an airplane flies close by and it kind of rumbles and what I say is, 'Oh God, please don't let that be an earthquake,' " she said.

"I'm not paranoid, but I think of the 'what ifs,' " Burnip said.

Worst-Case Scenario

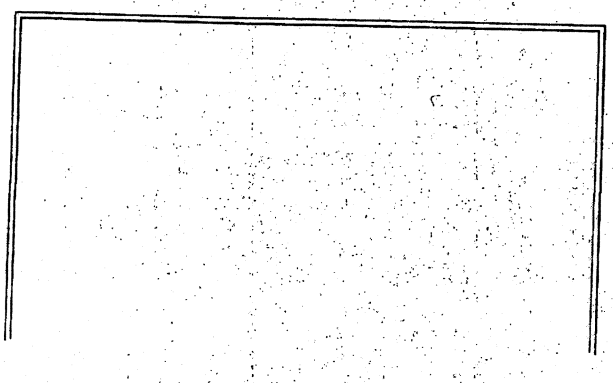
If Perris Dam failed in a powerful earthquake on the San Jacinto or San Andreas faults, and emptied the Lake:

Some 26 billion gallons of water would inundate 30,000 acres in western Riverside County.

The flood would be 3 feet to 35 feet deep.

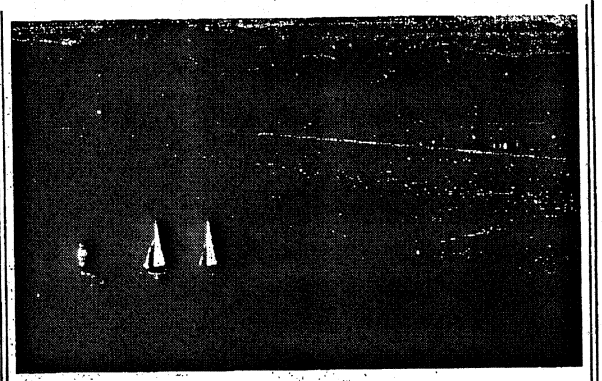
The water would arrive at Prado Basin near Corona in 22 hours.

In the wake of Hurricane Katrina and deadly tsunamis, Burnip says she wants to be prepared for the worst scenario despite assurances by the state.



Riverside County, meanwhile, is carving out evacuation routes targeted to some 15,000 residents who live near the dam, said Phil McCormick, a Riverside County emergency services coordinator. That plan, he said, should be released by late August.

Burnip, as a native of quake-prone California, knows that if a quake strikes the nearby San Jacinto or San Andreas -- two of the state's most dangerous faults, which scientists say could be overdue for



Terry Pierson / The Press-Enterprise

Perris Dam, which needs repairs, could unleash 26 billion gallons of water over 35 miles of Riverside County. Officials say it might not withstand a 7.5-magnitude quake.

major temblors -- she should stay in her house under a doorway or table.

But the potential for a devastating flood poses a whole different scenario for her, her son and granddaughter, and her three pets.

"Should I put a rowboat on my roof or what?" asked Burnip.

Lowering the Risk

With repairs to the foundation taking as long as six years once they begin and debate continuing whether to enlarge the drinking-water reservoir, empty it altogether permanently or return it to normal level, the state lowered the water level at Lake Perris by 25 feet last November. Repair costs are unknown, but officials estimate it could reach millions of dollars depending on the solution.

In the event of a powerful earthquake, computer models show that sandy pockets in the dam's foundation might cause the dam to slump, but no more than 19 feet, which is still some 18 feet above the lowered lake level.

"Based on our engineering analysis, it would not overtop this damaged dam," said Richard Sanchez, principal engineer for the California Department of Water Resources, which owns and operates the dam.

Riverside County emergency preparedness workers, meanwhile, are updating six-year-old emergency response plans for Perris Dam and 46 others in the region. The plan for Lake Mathews, near Riverside, has already been completed and there are no known seismic issues with any other dam besides Perris, said McCormick.

Once the issues with Perris Dam surfaced last summer, the county waited for the state to update an inundation map that takes into account the lake's lower level and new buildings in the region that could affect the water's direction.

Related

Video: Perris resident Jackie Burnip discusses the lack of evacuation procedures

Graphic: Worst-Case Scenario

According to that map, a total release of the lake's water -- an amount equal to 80,000 football fields each topped with one foot of water -- would flood some 35 miles of a region where new homes are fast replacing farmland.

Deep and Widespread Flow

Gravity driven, the water would reach depths of 8 feet as it moves through Perris and up to 21 feet as it's squeezed between steep canyons on its way to ritzy Canyon Lake. It would get as deep as 35 feet as it moved through Railroad Canyon toward Lake Elsinore before heading north beside Interstate 15 to Prado Basin near Corona.

A shallower wave of up to 3 feet would swing southeast around Lake Perris, reaching the Nuevo and Lakeview areas in less than three hours.

McCormick said the map is good in that it helps the county plan for the worst, but bad in that residents who are in the flood path might evacuate even if the amount of water released from the lake is too small to reach them.

"It can also become very chaotic as an overreaction type thing," he said.

McCormick said the residents should listen to the radio and watch TV for news if possible in the event of a disaster. A reverse 911 system will be in place in about nine months that can also reach cell phones registered at the county's Web site.

The evacuation plan will focus on Perris, he said. Canyon Lake and Lake Elsinore will have a buffer of a least five hours under the worst-case scenario.

For now, McCormick said, "Our generic comment is ... if you're close to the dam and feel a big earthquake you need to get in your car and go west of (Interstate) 215 or into southern Moreno Valley or below Highway 74."

He said the county is tallying how many residents and commercial buildings could be affected by the worst-case scenario.

McCormick said, depending on the amount spilled from the lake, some of the water would be absorbed in the dry lakebed area of Lake Elsinore.

He said one of the more difficult variables is how much debris the water would carry and how that would change the flow. But unlike in Hurricane Katrina, he said, the water is expected to keep on flowing downhill.

No Earthquake Season

The lake and its dam sit about five miles west of the San Jacinto Fault, and about 20 miles from the San Andreas, the longest fault in the state.

"If you sort of hang around geologists, there's a fair amount of concern for the San Jacinto and southern San Andreas," said Susan Hough, a U.S. Geological Survey seismologist.

"Neither one of them has had a big quake for 300 years. ... They've been locked up for a while." And while they could be quiet for another 50 years, she said, "One of these days there's going to be something large on one of these faults."

Hough said she's pleased officials appear to be taking the Perris Dam issue seriously. In 1971, she said, the magnitude-6.7 Sylmar quake in Northern Los Angeles County damaged the lower Van Norman Dam, also an earthen structure, prompting fear it would collapse.

"The dam held, but barely ... and it wasn't even a huge earthquake," she said.

Hough said it's impossible to predict quakes, and because they don't have seasons as do hurricanes and tornados, being prepared is important.

Hough noted that most single-family homes don't collapse during a large earthquake. "But large amounts of water are a scary thing," she said.

Burnip, 66, moved to Perris to retire three years ago after living and working in the Los Angeles area.

"As stupid as it might sound," she said, "I did not know that was the dam to the lake when I moved here. I came from LA, and I was excited to see my home built."

Barratt American, developer of the Villages of Avalon neighborhood where Burnip lives, now issues a one-page disclaimer to every homebuyer about the dam's potential seismic risk, according to a statement issued by Michael Pattinson, president and chief executive officer of the Carlsbad-based company.

Pattinson said the news of the dam's possible instability hasn't decreased home sales.

Most Schools Appear Safe

The map also shows that most schools in the Perris area are outside of the inundation map, although a couple of future campuses are inside, including the much-needed Eastside High School to be built in an area of mushrooming population.

Fred Workman, superintendent of the Perris-based Val Verde Unified School District, said all school sites are approved by the California Department of Education, and if a site is near a dam, it is raised with extra dirt to allow water to recede and kids to remain safe.

"It's a natural concern," he said. "You look up from some of our campuses and Lake Perris looms very large."

Perris Councilman Mark Yarbrough said the city is looking forward to seeing the county's evacuation plans, although he said floods might not matter after a powerful quake takes its toll.

"We'll incorporate these considerations ... that God willing we never have to," he said. "But if we're not prepared for it, we're not doing our jobs."

Reach Jennifer Bowles at 951-368-9548 or jbowles@PE.com

Online at: http://www.pe.com/localnews/inland/stories/PE_News_Local_M_flood27.3cbaa20.html

81273 CB, HS, MM, GQ

Sprint
Together with NEXTEL

Sprint Nextel
282 S. Sycamore Ave
Rialto, CA 92376
Office: (909) 873-8022 Fax: (800) 407-3220

Lynn Durrett
Area Cable Project Engineer

August 3, 2007

RECEIVED
AUG 06 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Riverside County Transportation Commission
4080 Lemon Street 3rd Floor
PO Box 12008
Riverside, Ca.
92501

Attention: Ms Cathy Bechtel

SUBJECT: NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENT IMPACT REPORT/ENVIROMENTAL IMPACT STATEMENT REPORT (EIS/EIR) FOR THE MID COUNTY PARKWAY PROJECT, SCH#2004111103

Dear Ms. Bechtel

In regard to the above-mentioned project, we have no facilities within your proposed project and no future plans for any.

Thank you for your cooperation. If you have any more questions please call me at 909-873-8022.

Sincerely

Lynn Durrett
Area Cable Project Engineer

This page intentionally left blank

81341 CB, GQ, MM, HS

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

RECEIVED
AUG 09 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

August 3 2007

To Reviewing Agencies

Re Mid County Parkway Project
SCH# 2004111103

Attached for your review and comment is the Notice of Preparation (NOP) for the Mid County Parkway Project draft Environmental Impact Report (EIR)

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

Please direct your comments to

Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P O. Box 12008
Riverside, CA 92502-2208

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

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

Sincerely

Scott Morgan
Project Analyst State Clearinghouse

Attachments
cc Lead Agency

This page intentionally left blank

Document Details Report
State Clearinghouse Data Base

SCH# 2004111103
Project Title Mid County Parkway Project
Lead Agency Riverside County Transportation Commission

Type NOP Notice of Preparation
Description The project includes two no project/no action alternatives and five "Build" alternatives Many of the alternatives share common segments

Lead Agency Contact

Name Cathy Bechtel
Agency Riverside County Transportation Commission
Phone (951) 787-7141 **Fax** (951) 787-7141
email
Address 4080 Lemon Street 3rd Floor
P O Box 12008
City Riverside **State** CA **Zip** 92502-2208

Project Location

County Riverside
City Perris Corona San Jacinto
Region
Cross Streets
Parcel No
Township **Range** **Section** **Base**

Proximity to:

Highways I-15 I-215 SR 79
Airports
Railways
Waterways Lake Matthews Lake Perris
Schools
Land Use

Project Issues Air Quality Biological Resources Archaeologic-Historic Flood Plain/Flooding Toxic/Hazardous Noise Recreation/Parks Aesthetic/Visual Water Supply Soil Erosion/Compaction/Grading Geologic/Seismic Traffic/Circulation

Reviewing Agencies Resources Agency Regional Water Quality Control Board Region 8 Department of Parks and Recreation Native American Heritage Commission Public Utilities Commission Office of Historic Preservation Department of Fish and Game Region 6 Department of Water Resources California Highway Patrol Caltrans District 8 Air Resources Board Transportation Projects

Date Received 08/03/2007 **Start of Review** 08/03/2007 **End of Review** 09/04/2007

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

NOP Distribution List

County: Riverside

SCH#

Resources Agency

- [■] **Resources Agency**
  Nadell Gayou
- [ ] **Dept of Boating & Waterways**
  David Johnson
- [ ] **California Coastal Commission**
  Elizabeth A Fuchs
- [ ] **Colorado River Board**
  Gerald R Zimmerman
- [ ] **Dept of Conservation**
  Sharon Howell
- [ ] **California Energy Commission**
  Paul Richins
- [ ] **Dept of Forestry & Fire Protection**
  Allen Robertson
- [■] **Office of Historic Preservation**
  Wayne Donaldson
- [■] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **Reclamation Board**
  DeeDee Jones
- [ ] **S F Bay Conservation & Dev't Comm**
  Steve McAdam
- [■] **Dept of Water Resources**
  Resources Agency
  Nadell Gayou
- [ ] _____
  Conservancy

Fish and Game

- [ ] **Depart of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Game Region 1**
  Donald Koch
- [ ] **Fish & Game Region 1E**
  Laune Harnsberger
- [ ] **Fish & Game Region 2**
  Banky Curtis
- [ ] **Fish & Game Region 3**
  Robert Floerke
- [ ] **Fish & Game Region 4**
  Julie Vance
- [ ] **Fish & Game Region 5**
  Don Chadwick
  Habitat Conservation Program
- [■] **Fish & Game Region 6**
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] **Fish & Game Region 6 I/M**
  Gabrina Getchel
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept of Fish & Game M**
  George Isaac
  Marine Region

Other Departments

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

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Debby Eddy
- [ ] **Office of Emergency Services**
  Dennis Castrillo
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse
- [■] **Native American Heritage Comm**
  Debbie Treadway
- [■] **Public Utilities Commission**
  Ken Lewis
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Jean Sanno
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

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

Dept of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Jeff Pulverman
- [ ] **Caltrans, District 4**
  Tim Sable
- [ ] **Caltrans, District 5**
  David Murray
- [ ] **Caltrans, District 6**
  Marc Birnbaum
- [ ] **Caltrans, District 7**
  Cheryl J Powell
- [■] **Caltrans, District 8**
  Dan Kopulsky
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Mario Orso
- [ ] **Caltrans, District 12**
  Bob Joseph

Cal EPA

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
- [■] Transportation Projects
  Ravi Ramalingam
- [ ] Industrial Projects
  Mike Tollstrup

- [ ] **California Integrated Waste Management Board**
  Sue O'Leary
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Steven Herrera
  Division of Water Rights
- [ ] **Dept of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**

Regional Water Quality Control Board (RWQCB)

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

- [ ] **Other** _____

Last Updated on 05/16/07

81571 CB/GQ/MM/HS

P2302

August 31, 2007

To: Cathy Bechtel
Mid-County Parkway Project Manager
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

From: Steve Freers
23257 Single Oak Way
Murrieta, CA 92562
sfreers@ca.rr.com

I am writing you to voice my **strong opposition** to the Mid-County Parkway's "Alternative 9" route. This alternative course for the MCP would significantly degrade the biological and cultural resources at the Motte-Rimrock Reserve. The Alternative 9 alignment, as proposed, comes too close to the reserve's perimeter. I have seen numerous examples of physical ecological and cultural resource degradation due to the impact of highway travel, not to mention the annihilation of the ambiance a reserve such as Motte-Rimrock offers users.

I have used the research facilities at Motte-Rimrock for over 15 years to study the world-class Native American pictographs that are located on site. I have personally given tours of Motte-Rimrock to researchers from around the world and written several research papers its rock art. Motte-Rimrock has been one of those special places where ecological and cultural resources have received a persistent level of expert supervision and care. It would be a crime to compromise the reserve in ANY way. It already has significant urban impact. The reserve requires as much "buffer" as possible to be an effective research facility—not just for today, but 100 years from now, when its value as a scientific and cultural entity will only escalate.

Sadly, the County has lost a long list of wonderfully rich cultural sites in the past few years—undeniably. Only until recently, the last two-three years or so, have County officials begun to work effectively with Native American groups and proponents of cultural heritage preservation. It is my understanding that the County received a State award for their efforts in this area. I applaud their recent efforts and hope that they will continue in the same spirit. I encourage you and all County agencies to work proactively to **"Preserve the Reserve"** in the most optimal way. I would be a tragic shame if County Transportation Planning, or other responsible agencies or representatives, selected Alternative 9 as the MCP course. It would undo the positive momentum toward a new era of cultural resource sensitivity and management within Riverside Country.

Thank you in advance for deleting "Alternative 9" as a proposed option for the MCP.

Sincerely,

Steve Freers

B.01.09.02.01

This page intentionally left blank

UNIVERSITY OF CALIFORNIA, RIVERSIDE

BERKELEY • DAVIS • IRVINE • LOS ANGELES • MERCED • RIVERSIDE • SAN DIEGO • SAN FRANCISCO SANTA BARBARA • SANTA CRUZ

MOTTE RIMROCK RESERVE
EMERSON OAKS RESERVE
DEPARTMENT OF BIOLOGY
RIVERSIDE, CALIFORNIA 92521
VOICE: (951) 657-3111
FAX: (951) 657-5443

RECEIVED
AUG 13 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

August 10, 2007

Cathy Bechtel
Mid County Parkway Project Manager
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Re: Objections to Proposed Significant and Irreversible Impacts to the Motte Rimrock Reserve, SKR Habitat and area within MSHCP

Dear Ms. Bechtel:

It has come to the attention of the University of California Natural Reserve System (NRS) that the grading limits for alignment Alternative 9 (Far South/Placentia Avenue) of the proposed Mid County Parkway (MCP) pass within several meters of the northwest boundary of the Motte Rimrock Reserve. We understand that the final decision on the location of the freeway's right-of-way has not been finalized, but we have been informed that Alternative 9 is receiving very serious consideration from Riverside County Transportation Commission (RCTC) officials. We are concerned that if Alternative 9 is chosen the close proximity of the MCP will threaten the Reserve's mission within the NRS, its role as a core reserve for the Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP), and its role as a conservation area within the Western Riverside Multi-Species Habitat Conservation Plan (MSHCP).

The mission of the Natural Reserve System is to contribute to the understanding and wise management of the Earth and its natural systems by supporting university-level teaching, research, and public service at protected natural areas throughout California. The NRS is also a "Trustee Agency," a state agency defined by law as having jurisdiction over natural resources held in trust for the people of the State of California that may be affected by a project (California Public Resources Code, Section 15386). The NRS is one of only four Trustee Agencies in the state, along with the California Department of Fish and Game, the State Lands Commission, and the State Department of Parks and Recreation. None of these Trustee agencies represent the interests of the others, each represents the resources for which it is responsible. We are puzzled that, given the important role played by Trustee agencies, we were never provided notice of Alternative 9. The MCP proposal, and Alternative 9, came to our attention quite by accident.

The NRS implements its mission by preserving lands that harbor native habitats representative of the biological diversity found in California, and to provide teaching and

research opportunities on these lands. In this capacity the Motte Rimrock Reserve preserves Riversidean coastal sage scrub, a vegetation association unique to southern California and one that is disappearing across the region. In support of research, the Reserve has attracted faculty and students from educational institutions across the United States and Canada. Since 1987 over 300 researchers (faculty, postdoctoral students, graduate students, undergraduates, and field assistants) from 27 institutions representing 10 states and 2 provinces have conducted research at the Reserve. The number of user days accumulated by researchers from 1987-2006 totals 6078. Research activities have been reported in 70 scholarly publications and other documents since 1987, and 5 projects are currently on-going at the Motte. Lands preserved and managed by the Reserve also serve as a natural laboratory for educational ends, with 16 classes serving 2106 students in the last 20 years. In addition to current projects, the Motte has a high-profile future, having been identified as a possible participant in the National Ecological Observation Network (NEON) a two hundred million dollar project sponsored by the National Science Foundation that will monitor environmental parameters at selected sites across the continental United States.

As a participant in the SKRHCP, the Motte Rimrock Reserve is one of seven core reserves that harbor populations of the Stephens' kangaroo rat (SKR), a federally endangered species. In fact, much of what is known about the biology of the SKR resulted from research carried out on the Reserve by Dr. Mary Price and colleagues during the late 1980s and early 1990s. An endowment set up through the Riverside County Habitat Conservation Agency (RCHCA) provides funds to preserve and manage Stephens' kangaroo rat habitat. In the late 1990's the RCHCA transferred approximately 60 acres of SKR occupied land to the Reserve including APN 317-190-011 the parcel in closest proximity to the MCP Alternative 9 alignment.

Within the context of the MSHCP the Reserve encompasses a portion of the Motte-Rimrock Conservation Subunit (Subunit 1), a part of the Mead Valley Plan Area (Figure 1). The Motte-Rimrock Subunit extends from the northern city limits of Perris in the south to Cajalco Road in the north and from the vicinity of Harvill Ave in the east to the area near the Old Elsinore Road in the west (Figure 1). Twenty-one of the one hundred and forty-six MSHCP covered species have been documented to occupy the Reserve and surrounding habitat included within the seven criteria cells that comprise the Motte-Rimrock Subunit.

We are gravely concerned that a freeway the size of the MCP located in such close proximity to the Motte Rimrock Reserve as implemented through Alternative 9 will impose significant impacts to the biological resources located within its boundaries. These impacts have the potential to reduce or jeopardize the continued function of the Reserve as teaching and research facility. While these impacts may not be considered direct impacts (i.e., habitat destruction) under CEQA they do pose threats that are every bit as damaging. We have four main areas of concern:

I. Decreased Connectivity to Other Habitat Stands

Our primary concern with the placement of Alternative 9 is the resulting habitat fragmentation and loss of connectivity between the Motte Rimrock Reserve and other habitat stands located nearby. The Reserve occupies the southern half of a large stand of Riversidean coastal sage scrub and grassland approximately 1200 acres in extent. Currently this tract is

almost completely surrounded by development. The Western Riverside MSHCP designates this as the Motte-Rimrock Subunit (Subunit 1) and it is a candidate for conservation under the Plan (Dudek & Associates 2003) (Figure 1). The MCP would cut this area of sage scrub habitat in half and severely reduce movement of organisms between the two fragments.

The effects of habitat fragmentation on populations of plants and animals are well documented. First, reducing the size of populations through fragmentation increases the risk of inbreeding, a process that reduces the genetic diversity in populations and hinders their ability to adapt to changing environmental conditions (Ralls et al. 1986, Ellstrand and Elam 1992, Dixon et al. 2007). Second, limiting connectivity with other habitat stands further complicates inbreeding problems by severely restricting or completely blocking genetic exchange among populations. Unobstructed genetic exchange among populations is instrumental to offsetting the negative effects of inbreeding. Finally, and perhaps most significantly, small populations created by habitat fragmentation run an increased risk of local extinction through stochastic environmental events (Soule et al. 1992, Fahrig 2002). Even more important, the risk is non-linear: a small population half the size of another is *more* than twice as likely to become extinct through stochastic events. Such events are not imaginary; we are currently experiencing the most severe drought recorded in southern California, one that is occurring only a few years after the previous most severe drought recorded. The lack of food resources resulting from extremely low rainfall limits reproduction and increases mortality in a variety of species; indeed, during the previous severe drought most birds in coastal sage scrub forewent breeding. If reproduction remains limited and mortality remains high even for a few years of drought, then it is increasingly likely that populations of some species will go extinct within small habitat fragments. A large population size offers some prospect that at least a few individuals will survive through harsh times.

Fragmentation of the Motte-Rimrock Subunit has negative implications for all species on the Reserve. The species experiencing the greatest threat are those already at risk across the region: the federally endangered SKR and the federally threatened coastal California gnatcatcher (CAGN). The SKR is endemic to southern California and found exclusively in western Riverside County and extreme northern San Diego County. The remaining suitable habitat existing outside of the SKRHCP core reserves is dwindling as development within the region continues. In the future, SKR populations will be restricted to habitat located within and in close proximity to the core reserves. The same may be true for the CAGN. The uninterrupted exchange of individuals between regions of occupied habitat within the vicinity of the Motte Rimrock Reserve is important to the continued persistence for both the SKR and CAGN from population genetics as well as demographic perspectives. In addition to the SKR and the CAGN, the Reserve harbors nineteen other species covered by the MSHCP, many of which are state and/or federal species of concern. Several representative species covered by the MSHCP that may be commonly seen on the Reserve include: orange-throated whiptail lizard, San Diego coast horned lizard, red-diamond rattlesnake, Bell's sage sparrow, rufous-crowned sparrow, loggerhead shrike, bobcat, and coyote.

II. Edge Effects

While the MCP does not directly impact the habitat on the Reserve by overtly removing it, its influence can extend for tens to hundreds of meters away from the boundary and well into the Reserve proper; this is known as the "edge effect." Edge effects result when natural habitat along a human-induced interface becomes degraded over time. Degradation results for a number of reasons: light and noise pollution, invasive plants and animals, artificial water regimes, and refuse/trash dumping. Thus, the presence of an edge and its associated effects reduces a reserve's functional area well below its full extent (Kelly and Rotenberry 1993).

Moderate edge effects are already a management issue at the Motte Rimrock Reserve. Our staff spends an inordinate amount of time cleaning up material dumped within our boundaries along Lukens Lane, a road that borders the Reserve on the southwest. We also experience excessive dumping along our southern and eastern boundaries, both of which lie adjacent to roads and housing tracts. We are also required by the Riverside County Fire Department to clear away vegetation where our boundary passes near homes; this also removes native habitat. The proximity of the MCP to the Motte Reserve offers no buffer zone to offset the edge effect. Even considering its least destructive impact, the volume of traffic along the freeway would certainly increase the amount of trash well above that we are dealing with already.

The Riversidean sage scrub habitat located in the northern half of the Reserve and on the adjacent parcels represents some of the most intact stands of this habitat type found in west-central Riverside County. Its degradation would deal a severe blow to the quality of the habitat and to the Reserve's mission to preserve and protect biological diversity. Once degraded the land offers no teaching or research opportunities. In addition to the impacts created by the freeway, we fear that the presence of the MCP would open up the area to development. This will not become an issue if the land surrounding the MCP in the vicinity of the Motte Rimrock Reserve remains within conservation under the MSHCP.

III. Increased Light Pollution

Another significant impact with the potential to negatively affect flora and fauna well inside the Reserve perimeter fence is artificial lighting. Given the current and proposed population growth in western Riverside County the volume of traffic flowing along the MCP when completed will undoubtedly be heavy and continuous. The artificial illumination created by overhead freeway lights and automobile headlights during nighttime hours will likely have adverse effects on animal behavior and plant physiology for those species located on adjacent habitat within the Reserve boundaries.

Artificial lighting has been shown to have detrimental effects on a broad range of taxa including plants, insects, birds, mammals, reptiles, and amphibians (Longcore and Rich 2004, Briggs 2006). For example, Perry and Fischer (2006) have linked a decline in the numbers of two nocturnal snakes in southern California, the California glossy snake and the western long-nosed snake, to an increase in light pollution. In areas where light pollution has increased, the snakes' populations have declined significantly. Also declining is the snakes' primary prey

species the Pacific pocket mouse. Perry and Fischer (2006) believe that the increased lighting elevates the risk of predation from other nocturnal hunters such as owls.

The Motte Rimrock Reserve is a core reserve in the SKRHCP and one organism with a high potential to be affected by artificial illumination is the federally endangered SKR. Studies show that kangaroo rats significantly alter their behavior during bright moonlit nights by selectively foraging closer to vegetation and avoiding more open microhabitats (Kotler 1984). As in the situation with the snakes, this change occurs presumably in response to an increased predation risk from crepuscular and nocturnal hunters. Experiments show that owls, a key predator on kangaroo rats, have greater success capturing kangaroo rats that forage in more open habitats (Kotler et al. 1988, 1991, Longland and Price 1991). Indeed, it is common practice among researchers working on kangaroo rats and other small mammals to time their trapping so as not to coincide with a full moon. The long-term effects of this altered behavior on kangaroo rat populations is not yet known, but limiting access to food and increasing the probability of attack from predators can only harm populations. The Western Riverside County Multi-Species Habitat Conservation Plan (Dudek & Associates 2003) recognizes light pollution from urbanization as a threat to the SKR.

IV. Increased Fire Risk

Despite the fact that 2005 was the second wettest year on record, southern California is experiencing severe drought conditions. Climatologists predict droughts may become more severe in the southwestern U.S. as global climate change progresses (IPCC 2007). Extended dry conditions open up grasslands and sage scrub vegetation to the risk of wildfires. The presence of the MCP increases this risk. The vegetation on the Reserve could be wiped out if, for example, a careless motorist tossed a lighted cigarette out their car window into the adjacent brush or grass. The volume of traffic on the MCP also increases the potential that the fires would become more frequent. At its closest point the MCP passes within a few meters of the northern fence; at its furthest point the freeway passes within a few hundred meters. This close proximity of the MCP to the Reserve does not provide sufficient time for fire crews to respond before a fire engulfed vegetation and research projects. Making the Reserve less vulnerable to fire from the freeway would require clearing a swath of Riversidean sage scrub vegetation along the northern fence line within the boundaries of the Reserve, further reducing the acreage of native habitat. A large section of the Reserve would become a buffer zone to protect the areas further south.

Another factor potentially affecting fire risk on the Motte Rimrock Reserve are nitrogen emissions in car exhaust. Dr. Edith Allen and colleagues have shown that nitrogen compounds from auto exhaust settle on soils and act as fertilizers that stimulate the growth of non-native vegetation (Fenn et al. 2003, Allen et al. 2004). The accumulation of dead plant material over time creates a fuel load that contributes significantly to the wildfire danger potential. The exhaust from automobile traffic associated with the MCP has the potential to boost the fuel load on land adjacent to the right-of-way including the Reserve. An enhanced fuel load coupled with the reduced time for fire crew response increases the probability that the Reserve could experience repeated and damaging fires that could devastate the resident native flora and fauna. Moreover, even in the absence of fire in the short-term, stimulation of non-native vegetation

creates an advantage that enables a number of exotic species to out-compete natives, thus further degrading habitat quality in the Reserve.

We hope that you will give our concerns serious consideration. We would like to meet with you to discuss these matters at greater length and discuss alternatives to eliminate these potential impacts. If you have any questions and would like to schedule a meeting, please contact me at (951) 657-3111 or by e-mail at kjhalama@ucr.edu.

Sincerely,

Kenneth J. Halama

Kenneth J. Halama, Ph.D.
Director, Motte Rimrock Reserve
University of California Natural Reserve System

cc: Marion Ashley, Riverside County Supervisor, District 5
Nita Bullock, Campus Physical Planner, UCR
Michele Coyle, Campus Counsel, UCR
Kelly Drumm, University Counsel, UC Office of the General Counsel
Mark Durham, Chief, South Coast Section, ACOE
Nassim Elias, Project Manager, CalTrans
Leslie MacNair, Biologist, CDFG
Tom Mullen, Executive Director, RCA
Violet Nakayama, Coordinator, UC NRS
Marie Petry, Senior Environmental Planner, CalTrans
Scott Quinell, Biologist, CalTrans
John Rotenberry, Professor of Biology and Director UCR NRS
Doreen Stadtlander, Biologist, USFWS
Charlotte Strem, Coordinator Environmental Planning, UCOP
Carolyn Syms Luna, Executive Director, RCHCA

References

Allen, E. B., A. G. Sirulnik, L. Egerton-Warburton, S. N. Kee, A. Bytnerowicz, P. E. Padgett, P. J. Temple, M. E. Fenn, M. Poth, and T. Meixner. 2005. Air Pollution and Vegetation Change in Southern California Coastal Sage Scrub: A Comparison with Chaparral and Coniferous Forest. PSW-GTR-195, USDA Forest Service.

Briggs, W.R. 2006. Physiology of plant responses to artificial light. In: C. Rich and T. Longcore (eds). Ecological consequences of artificial night lighting. pp. 389-411.

Dixon, J.D., M.K. Oli, M.C. Wooton, T.H. Eason, J.W. McCowen, and M.W. Cunningham. 2007. Genetic consequences of habitat fragmentation and loss: the case of the Florida black bear (*Ursus americanus floridanus*). Conservation Genetics 455-464.

Dudeck & Associates. 2003. Western Riverside County Multi-Species Habitat Conservation Plan. Final MSHCP, County of Riverside, Riverside, California.

Ellstrand N.C. and D.R. Elam. 1993. Population genetic consequences of small population size: implications for plant conservation. Annual Review of Ecology and Systematics 24:217-242.

Fahrig, L. (2002). Effect of habitat fragmentation on the extinction threshold: A synthesis. Ecological Applications 12: 346-353.

Fenn, M.E., Baron, J. S., Allen, E. B., Rueth, H. M., Nydick, K. R., Geiser, L, Bowman, W. D., Sickman, J. O., Meixner, T., and Johnson, D. W. 2003. Ecological effects of nitrogen deposition in the Western United States. Bioscience 53:404-420.

Intergovernmental Panel on Climate Change (IPCC). 2007. Climate change 2007: The physical science basis. Summary for policymakers. IPCC Geneva, Switzerland

Kelly, P.A., and J.T. Rotenberry. 1993. Buffer zones for ecological reserves in California: replacing guesswork with science. In: Keeler, J.E. (ed.) *Interface Between Ecology and Land Development in California.* Southern California Academy of Sciences, Los Angeles, CA. pp. 85-92.

Kotler, B.P. 1984. Risk of predation and the structure of desert rodent communities. Ecology 65:689-701.

Kotler, B.P., Brown, J.S., Smith, R.J. and Wirtz II, W.O. 1988. The effects of morphology and body size on rates of owl predation on desert rodents. Oikos, 53: 145–152.

Kotler, B.P., J.S. Brown, and O. Hasson. 1991. Factors affecting gerbil foraging behavior and rates of owl predation. Ecology 72:2249-2260.

Longcore, T. and C. Rich. 2004. Ecological light pollution. Frontiers in Ecology and the Environment. 2:191-198.

Longland, W.S. and Price, M.V. 1991. Direct observations of owls and heteromyid rodents: can predation risk explain microhabitat use? Ecology, 72: 2261–2273.

Perry, G. and R.N. Fisher. 2006. Night lights and reptiles: observed and potential effects. In: C. Rich and T. Longcore (eds). Ecological consequences of artificial night lighting. pp. 169-191.

Ralls, K, P.H. Harvey, and A.M. Lyles. 1986. Inbreeding in natural populations of birds and mammals. In: Soule, M.E. (ed.) *Conservation Biology: The Science of Scarcity and Diversity.* Sinauer Associates, Sunderland, MA. pp. 35-56.

Soule, M.E., A.C. Alberts, and D.T. Bolger. (1992). The effect of habitat fragmentation on chaparral plants and vertebrates. Oikos 63:39-47.

U.S. Forest Service (USFS). 2003. Resource and Biological Assessment for Threatened and Endangered Plants and Animals – Old and Grand Prix Fires.

This page intentionally left blank

This page intentionally left blank

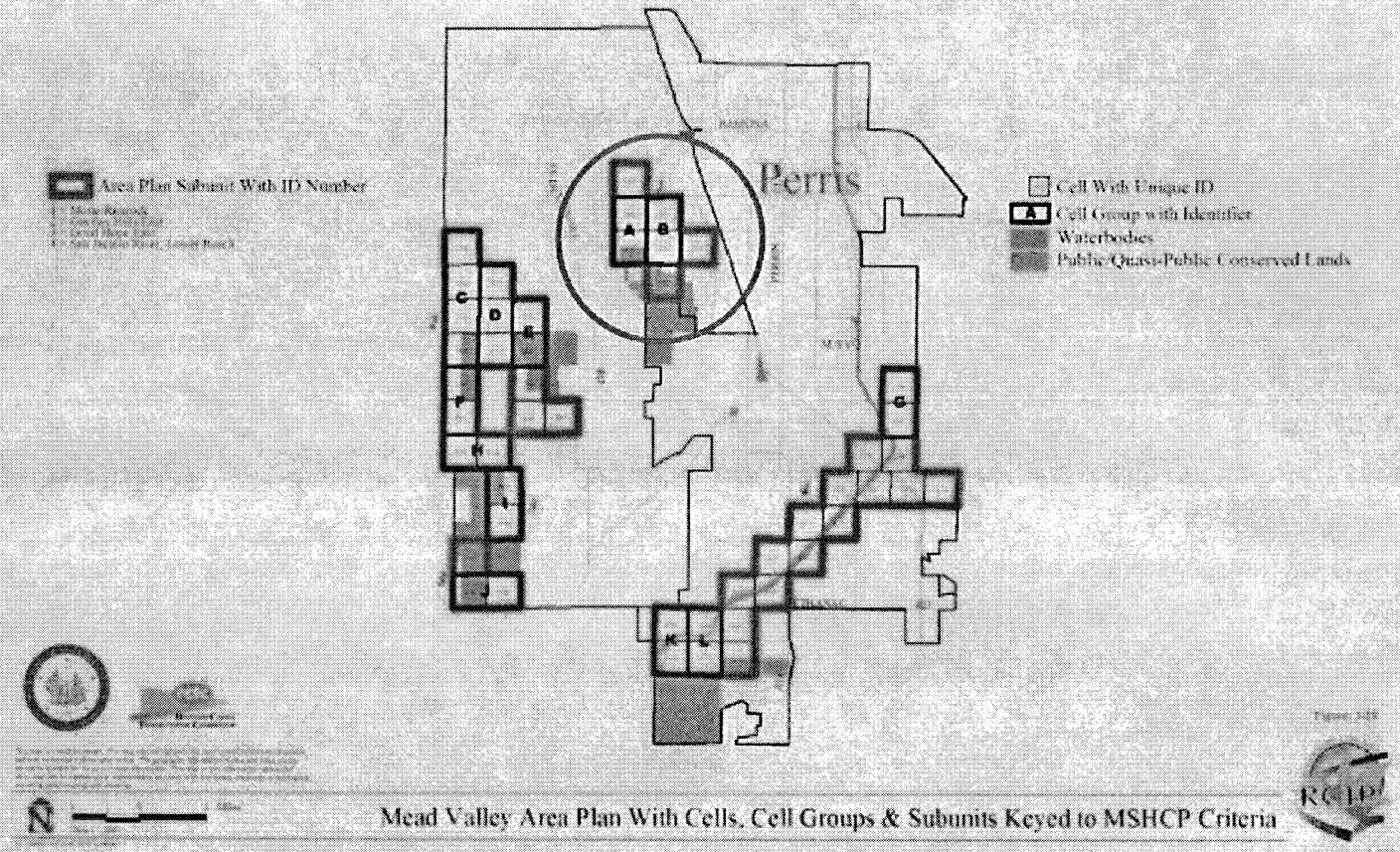


Figure 1. The Mote-Rimrock Subunit (circled) within the Mead Valley Plan Area of the Western Riverside Multi-Species Habitat Conservation Plan. Figure taken from Dudek & Associates (2003).

P2302

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION

RECEIVED
DEC 11 2007
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

82454 CB, GQ, MM, HS

December 10, 2007

Ms. Cathy Bechtal
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA, 92502-2208

RE: Supplemental Notice of Preparation for the Draft EIR/EIS for the Proposed Mid County Parkway, Riverside County, CA

Dear Ms. Bechtal:

The Agua Caliente Band of Cahuilla Indians appreciates your efforts to consult with the Agua Caliente Tribal Historic Preservation Office, pursuant to the National Historic Preservation Act (NHPA). Although the project area is beyond both Agua Caliente Indian Reservation Lands and the Traditional Use Area of the Tribe we have general concerns regarding the treatment and protection of historical resources within the proposed project area. Therefore we recommend the following:

1. An Archaeologist and Approved Cultural Resource Monitor(s) must be present during any ground disturbing activities by the developer and/or any archaeological testing. Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified (Secretary of the Interior's Standards and Guidelines) Archaeologist to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Officer.
2. Additionally, in accordance with State law, the County Coroner should be contacted if any human remains are found during earthmoving activities. If the remains are determined to be of Native American origin, the Native American Heritage Commission (NAHC) shall be contacted. The NAHC will make a determination of the Most Likely Descendent (MLD). The County shall work with the designated MLD to determine the final disposition of the remains.

The Tribe is commenting to ensure that Native American viewpoints are considered. Please defer to Tribes which are located in close proximity for further consultation. Please consider this letter as fulfilling the consultation requirements under the NHPA. If you have questions or require additional information, please do not hesitate to call me at (760) 699-6907. You may also email me at ptuck@aguacaliente.net.

Thank you,

Patricia Tuck
Archaeologist
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS
c: Agua Caliente Cultural Register
X:\CONSULTATIONS Letters\2007\External\Off Reservation\ RCTC_MidCountyPkwy_12_10_07

B.1.9.2.1

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264
T 760/325/3400 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

This page intentionally left blank

Riverside County Transportation Commission

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

July 30, 2007

Agua Caliente Band of Cahuilla Indians
Richard Begay, Tribal Chair
5401 Dinah Shore Drive
Palm Springs, CA 92264

Subject: Supplemental Notice of Preparation for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project, SCH#2004111103

Dear Responsible Agencies, Elected Officials, and Interested Parties:

Attached for your review and comment is the Supplemental Notice of Preparation (NOP) for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway (MCP) Project. The Riverside County Transportation Commission (RCTC) is the Lead Agency for the proposed project.

Since November 2004, when the original NOP was issued for the proposed MCP project, the RCTC has been conducting engineering and environmental studies in support of the Draft EIR/EIS for the project. In addition, RCTC has also engaged in ongoing consultation with various public agencies and other interested parties. As a result of these technical studies and public consultation efforts, several refinements have been made to the suite of alternatives presented in the November 2004 NOP.

The purpose of this Supplemental NOP is to describe the refinements made to the suite of alternatives, solicit input regarding the scope and content of the analysis in the Draft EIR/EIS, and describe the probable environmental impacts that the Draft EIR/EIS will evaluate. Pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15060 and 15063, an Initial Study is not required and is not included with this NOP. Because federal environmental approval under the National Environmental Policy Act (NEPA) is also required, a joint EIR/EIS will be prepared. The Federal Highway Administration is the lead federal agency for the EIS.

The RCTC would appreciate your comments, suggestions, or concerns regarding potential environmental impacts related to the proposed project. The Web site (www.midcountyparkway.org) offers additional information about the project. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice. Please submit your comments by **August 31, 2007.** In your response, please note the primary contact person for your agency or organization. Written comments regarding the Supplemental NOP may be sent via regular mail or fax to the following:

This page intentionally left blank

NRCS

Natural Resources Conservation Service
950 N. Ramona Blvd., Suite 6
San Jacinto, Ca. 92582

951-654-7139
FAX 951-654-5334

December 2, 2004

RECEIVED
DEC 03 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Ms. Cathy Bechtel
Riverside County Transportation Department
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, Ca. 92502-2208

Subject: Draft EIR/EIS for the Mid County Parkway Corridor Project

Dear Ms. Bechtel,

Please include the following issues in your EIR/EIS report for the Mid County Parkway Corridor Project:

1. The east and west sections of this corridor are proposed for scenic highway status. Include designs that will enhance the scenic highway status for these two sections of the proposed Mid County Parkway Corridor.

2. There is a designated Class I Bike Path along this highway. Since you are in the design stage for this corridor, it is a great opportunity to increase the easement width to include this bike path along the entire length of the roadway. The bike path could be separated from the highway by both structural and vegetative buffers. Access to the bike path could be incorporated at regular intervals to increase public use. The landscaped bike path would also enhance the scenic highway status mentioned above. Include designs that will incorporate this Class I Bike Path along the entire corridor.

3. There is a proposed wildlife corridor between the San Jacinto Wildlife Area and the Lakeview Mountains. To have this corridor become functional, designs should be included to allow wildlife to pass under the highway. This corridor opening will need to be large enough to allow all wildlife to easily and safely pass under the highway (a minimum of 6 to 8 feet high). This wildlife corridor could also function as a storm water runoff facility. Fencing should be used to limit wildlife access to the highway and direct

wildlife into the corridor opening. The best location for this corridor (where the corridor is closest to the Lakeview Mountains) might be in the area of the intersection of Bridge Street and Ramona Expressway. Mitigation money might be used to buy an easement to connect this wildlife corridor to the Lakeview Mountains to the south and the San Jacinto Wildlife Area to the north. One or more functional corridors should also be included in the designs on the western end of the project (within the Stehpen's Kangaroo Rat habitat Preserve) if the alternative south of Lake Mathews is used.

4. Limit the loss of Prime Farmland, as specified in the General Plan, especially in the eastern end of the project. Mitigation for this loss can be in the form of preserving additional Prime Farmland on the north side of the highway, which would also enhance the scenic highway status.

5. Limit the loss of Willow-Domino-Traver soils as recommended in the Lakeview/Nuevo section of the General Plan (General Plan, Lakeview/Nuevo Area Plan, page 45, item # LNAP 13.4). They can be found along several existing locations of the Ramona Expressway. These soils represent the potential for restoring a significant habitat that should be preserved if at all possible.

6. At the eastern end of the corridor project, limit the loss of land within the flood plain. This flood plain land also supplies critical habitat that needs to be preserved, as well as acting as a flood control facility during peak storm events.

Sincerely,

Robert S Hewitt

Robert S. Hewitt
District Conservationist, San Jacinto

70246 CB, GQ

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

December 20, 2004

Tay Dam
Senior Transportation Engineer
Federal Highway Administration--Los Angeles Metro Office
888 S. Figueroa Street, Suite 1850
Los Angeles, CA 90017

Dear Mr. Dam:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Register Notice published on November 22, 2004, requesting comments on the Federal Highway Administration's (FHWA) decision to prepare a Draft Environmental Impact Statement (DEIS) for the Mid County Parkway (MCP) project in Riverside County, California. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

EPA has been a participant in the Community and Environmental Transportation Acceptability Process (CETAP), Riverside County's long-term transportation planning project, since February 2000. Pre-scoping for the Mid County Parkway project was initiated in June 2003. As part of the NEPA/Clean Water Act Section 404 Integration Process for Surface Transportation Projects Memorandum of Understanding (NEPA/404 MOU), EPA has participated in the development of the Purpose and Need, Analysis of Alternatives, and Evaluation Criteria for the MCP project. Pursuant to the NEPA/404 MOU, EPA concurred on the Purpose and Need for the Cajalco Ramona Corridor project, encompassing the MCP, in January 2004 and gave preliminary concurrence on the Range of Alignment Alternatives for analysis in the DEIS in November 2004. Presently, EPA is working with FHWA, California Department of Transportation (Caltrans) and the local sponsors to identify Evaluation Criteria, as described in the NEPA/404 MOU.

EPA's concerns with respect to the proposed Mid County Parkway project, as described in the enclosed detailed comments, focus on: (1) Water Resources, (2) Air Quality, (3) Environmental Justice and Community Involvement, (4) Cumulative Impact Analysis, (5) Threatened and Endangered Species Habitat, (6) Cultural Resources, and (7) Noise.

We appreciate the opportunity to provide comments on the preparation of the DEIS, and look forward to continued participation in this process. When the DEIS is released for public

B.1.9.2.1

review, please send two copies to the address above (mail code CED-2). If you have any questions, please contact Matthew Lakin in the Environmental Review Office at (415) 972-3851 or Lakin.Matthew@epa.gov.

Sincerely,

Mike Schulz, Director
Southern California Field Office

Enclosure: EPA's Detailed Comments

cc: Susan Meyer, Army Corps of Engineers, Los Angeles
Doreen Stadtlander, U.S. Fish and Wildlife Service, Carlsbad
Cathy Bechtel, Riverside County Transportation Commission
Marie Petry, California Department of Transportation

EPA SCOPING COMMENTS FOR THE PROPOSED MID COUNTY PARKWAY PROJECT, RIVERSIDE COUNTY, CALIFORNIA, DECEMBER 20, 2004

Water Resources

This project will require an Individual Section 404 Permit from the U.S. Army Corps of Engineers (Corps) and identification of the least environmentally damaging practicable alternative, pursuant to Clean Water Act Section 401(b)(1) guidelines (40 CFR 230). Therefore, the Draft Environmental Impact Statement (DEIS) should disclose the acreage of waters of the United States that occur within the project study area, including permanent and intermittent streams, wetlands, lagoons, and other waterways and floodplains. EPA recommends including a functional assessment of the waters occurring within the project corridor in order to better understand the potential impacts that the proposed project will have on the surrounding ecosystem.

We urge the Federal Highway Administration, in planning alternative designs for the project, to avoid and minimize both direct and indirect impacts to waters of the United States. Methods proposed for avoiding and minimizing impacts to waters of the U.S. should be included in the DEIS. The document should quantify the direct, indirect, and cumulative impacts to waters that cannot be avoided. The cumulative impact analysis should disclose these impacts in relation to the historical loss of wetlands in the project area.

The DEIS should disclose all waterways in the proposed study area that are listed as impaired under Section 303(d) of the Clean Water Act. The DEIS should identify methods to limit the further impairment of these waters and address mitigation as appropriate. The DEIS should also address techniques proposed for minimizing surface water contamination due to increased runoff from additional highway surfaces. In addition, new structures associated with the proposed action may affect the hydrological flow within floodplains. The DEIS should address impacts to floodplains and discuss methods to avoid and minimize floodplain impacts.

Air Quality

Western Riverside County is a non-attainment area for particulate matter (PM2.5, PM10), ozone (O_3), and carbon monoxide (CO). The DEIS should present the existing air quality conditions in western Riverside County and discuss how these conditions may be affected by this project in the future. The DEIS should indicate whether the proposed CETAP corridor has been included in the most recent conforming Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP).

The DEIS should include a thorough analysis of impacts from the construction and operation of the proposed alternatives. It should include estimates of emissions for all criteria pollutants, including those applicable to the federal 8-hour ozone and annual $PM_{2.5}$ National Ambient Air Quality Standards, and six priority air toxics – benzene, formaldehyde, acetaldehyde, 1,3-butadiene, acrolein, and diesel particulate matter (DPM) – from both on-road sources and construction equipment.

EPA also recommends that the DEIS disclose the available information about the health risks associated with vehicle emissions and how the proposed project will affect current emission levels. EPA recommends that potential human health impacts, specifically near-roadway or "hotspot" impacts, be considered when making build and design decisions. Specifically, alternatives assessed in the EIS should examine proximity to residences and sensitive population locations, such as schools and hospitals. Also, when considering an interchange location or design, efforts should be made to avoid close proximity to existing or anticipated future homes or sensitive receptors.

EPA recommends including a Construction Emissions Mitigation Plan for fugitive dust and DPM in the DEIS. EPA recommends the following mitigation measures be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of PM_{10} and other toxics from construction-related activities:

- Establish an activity schedule designed to minimize traffic congestion around the construction site,
- Use EPA-registered particulate traps and other appropriate controls to reduce emissions of diesel particulate matter and other pollutants at the construction site,
- Locate construction equipment and staging zones away from sensitive receptors such as children and the elderly as well as away from fresh air intakes to buildings and air conditioners,
- Use low sulfur fuel (diesel with 15 parts per million or less),
- Reduce use, trips, and unnecessary idling from heavy equipment,
- Lease newer and cleaner equipment (1996 or newer), and
- Periodically inspect construction sites to ensure construction equipment is properly maintained at all times.

Environmental Justice and Community Involvement

The DEIS should identify whether the proposed alternatives may disproportionately and adversely affect low income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts. Executive Order 12898 addresses Environmental Justice in minority and low income populations, and the Council on Environmental Quality has developed guidance concerning how to address Environmental Justice in the environmental review process (http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf). Community involvement activities supporting the Mid County Parkway project should include opportunities for incorporating public input, especially in Environmental Justice communities, into the proposed project design.

Cumulative Impacts Analysis

Cumulative impacts analyses examine "the impact of the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person

undertakes such other actions" (40 CFR Part1508.7). The DEIS should identify cumulative impacts study areas relative to the resources of concern and should identify a baseline from which impacts are measured. The analysis should disclose the past, present, and reasonably foreseeable impacts on resources of concern from transportation and non-transportation activities and should analyze the rate of loss and magnitude (size and relative importance) of impacts to resources. The cumulative impact analysis for Mid County Parkway should incorporate the area and resources protected by Habitat Conservation Plans within the Study Area, including the Multiple Species Habitat Conservation Plan (MSHCP), affected city plans, and any other restoration efforts in the project area.

Threatened and Endangered Species and Habitat

Southern California, including Riverside County and the project area, has some of the richest species biodiversity in the United States. The DEIS should identify all petitioned and listed threatened and endangered species and critical habitat within the project area, and should assess which species and critical habitats might be directly or indirectly affected by each alternative. Efforts should be taken to avoid and/or minimize impacts to these habitats and their associated species and preserves, parks, and restoration and habitat management areas designated as conservation areas in the MSHCP and other local planning efforts. The DEIS should analyze the potential direct, indirect, and cumulative impacts of the proposed project (construction and operation) on preserves and conservation projects in the area. The DEIS should also describe how the alternatives for the proposed project are consistent with the Habitat Conservation Plans in the study area, including the MSHCP. In accordance with Executive Order 13112, EPA recommends that the DEIS identify proposed methods to minimize the spread of invasive species and utilize native plant and tree species where re-vegetation is planned.

Cultural Resources

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to take into account the effects of their actions on historic properties. Potential impacts to historical, archaeological, and cultural resources should be assessed in the DEIS and coordinated with affected Tribes and other interested parties. The methodology utilized for determining the potential impacts to cultural and historic resources should be clearly documented. The DEIS should also address what mitigation techniques will be taken should sensitive resources be discovered, including recording or removal of materials, and/or changes in project design.

Noise

The DEIS should address the potential noise impact to residents, businesses, and wildlife resulting from the increase in traffic and change in traffic locations due to the proposed project. The DEIS should identify measures to mitigate noise impacts associated with the project, including sound walls, as appropriate. Methods to incorporate effective public participation into the NEPA process should be fully described and implemented early to address public concerns specific to noise-related impacts.

This page intentionally left blank

70409 CB, GQ

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92009

In Reply Refer To:
FWS-WRIV-4214.3

RECEIVED
JAN 14 2005
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

JAN 07 2005

Mr. Tay Dam
Senior Transportation Engineer
Federal Highway Administration
Los Angeles Metro Office
201 N. Figueroa Street, Suite 1460
Los Angeles, California 90012

Re: Notice of Intent to Prepare an Environmental Impact Statement for the Community and Environmental Transportation Accessibility Process Mid County Parkway Project, Riverside County, California (ER 04/907)

Dear Mr. Dam:

We have reviewed the subject notice of intent (NOI) dated November 22, 2004, to prepare a draft environmental impact statement (DEIS) for the Mid County Parkway Project. The proposed action would involve the construction of a major transportation facility to meet current and projected travel demand to the year 2030. The proposed roadway would extend from State Route 79 to Interstate 15 to accommodate regional east-west movement between and through the cities of San Jacinto, Perris, and Corona. Eight alternatives are under consideration including a "No Build" alternative.

Excepting the "No Build" alternative, the alignments cross the Lake Mathews State Ecological Reserve and two designated conservation areas for two habitat conservation plans (HCPs), the Lake Mathews Multiple Species Habitat Conservation Plan, Stephens' Kangaroo Rat Habitat Conservation Plan. As a result, we ultimately will need to analyze the effects of this project on these two HCPs, including effects to the mitigation areas that have been used as credits under these plans. The specific information requested below will not only help in our analysis of this project under section 7 of the Endangered Species Act of 1973, but will assist in our analysis of the effects of the project on the two HCPs.

The proposed project is located within the plan area for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). We recommend the DEIS assess the alternatives relative to the specific criteria identified in the MSHCP including, but not limited to, the Cajalco Road Realignment and Widening criteria (MSHCP pages 7-11 through 7-14), cell conservation criteria, Protection of Narrow Endemic Plant Species Policy, Additional Survey Needs and Procedures, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool policy, Guidelines for Siting and Design of Planned Road in the

TAKE PRIDE IN AMERICA

B.1.9.2.1

Criteria Area and Public/Quasi-Public Lands (MSHCP Section 7.5.1), Guidelines for Construction of Wildlife Crossings (MSHCP Section 7.5.2), Construction Guidelines (MSHCP Section 7.5.3), and Best Management Practices (Appendix C of the MSHCP).

In addition, we recommend the DEIS address the effects of the alternatives on the MSHCP reserve configuration and function. The DEIS should address project related effects to areas identified in the MSHCP as Existing Core C, proposed Extension of Core Area 2 (lands that would extend the Lake Mathews Reserve), proposed Constrained Linkage 4 (Temescal Wash east of Lake Mathews), Existing Core H (San Jacinto Wildlife Area/Lake Perris State Recreation Area), Criteria Area that will assemble lands along the San Jacinto River to expand the San Jacinto Wildlife Area/Lake Perris State Recreation Area (*e.g.*, proposed Extension of Existing Core 4 in the MSHCP), and lands proposed to assemble Constrained Linkage 20. Finally, because the goal of the MSHCP is to build upon the existing Lake Mathews/Estelle Mountain Reserve lands so that proposed Core 1 is contiguous with Existing Core C and that these areas together will function in providing conservation for species covered under the MSHCP (MSHCP Section 3, p. 3-61), we recommend that the DEIS address this issue.

In addition, we request the DEIS contain the following specific information:

1) A complete discussion of the purpose and need for the project.

2) A complete description of the proposed project alternatives, including all practicable means that have been considered to reduce project impacts to threatened and endangered species, wetland areas, coastal sage scrub, and other sensitive habitat types, fish and wildlife resources, and existing conservation lands.

3) Specific acreage and descriptions of the types of wetland, coastal sage scrub, and other sensitive habitats that will or may be directly or indirectly affected by the project alternatives.

4) Descriptions of the biological resources associated with each habitat type. These descriptions should include qualitative and quantitative assessments of the resources present on the site of the proposed project alternatives.

5) An assessment of direct, indirect, and cumulative project impacts to fish and wildlife and associated habitats. Such effects include an analysis of habitat fragmentation on reserve lands. All facets of the project should be assessed including ancillary facilities or needs (i.e. interchanges, bridge widening, water quality basins) that may be required for specific alternatives.

6) Provide an analysis of the effects to wildlife species from new road construction and roadway expansion including direct mortality, increased traffic frequency and speed, and the indirect alternation of habitat quality in adjacent areas.

7) An analysis of the effects of the project on the hydrology of the San Jacinto River, including all wetland communities within the sphere of influence of the project. Of particular importance is an analysis of the potential impacts associated bridge widening across the San Jacinto River.

8) A thorough analysis (qualitative and quantitative) of the cumulative impacts to the San Jacinto River.

9) A list of Federal proposed or listed species and critical habitat, State-listed species, and locally sensitive species that are on or near the project site. A detailed discussion of these species, including information pertaining to their local status and distribution, should be included in this report. The anticipated or real impacts of the project on these species should be addressed fully. Such impacts include effects of the project on species addressed in the habitat conservation plans.

10) Specific mitigation plans to fully offset project-related impacts including direct and indirect habitat loss, degradation, or modification. Adverse project-related impacts should be mitigated through the preservation and/or restoration of impacted habitat types.

We appreciate the opportunity to comment on the referenced NOI. If you should have any questions pertaining to these comments, please contact Doreen Stadtlander of this office at (760) 431-9440, extension 223.

Sincerely,

Jim A. Bartel
Field Supervisor

cc:
Susan Meyers, ACOE, Los Angeles, CA
Matt Lakin, EPA, San Fransisco, CA
Mike Shultz, EPA, Los Angeles, CA
Cathy Bechtel, RCTC, Riverside, CA

This page intentionally left blank

WHAT IS THE PROCESS FOR THE MID COUNTY PARKWAY?

Right now RCTC is studying the location of alternative routes for the Mid County Parkway. In order to move forward, the following steps must be completed:

- **Route Evaluation:** Possible routes will be identified and evaluated for feasibility both by engineers and environmental agencies.
- **Public Input:** Public meetings will be held to gather public input on the possible alignments both before the formal environmental process and then again in the first phase of the environmental process, called Scoping. Public input helped determine the general location of this route during the regional transportation planning process held in 2002 and 2003 and RCTC is committed to seeking residents' input as the project moves forward.
- **Environmental Studies:** Environmental studies to determine the potential impacts of the alternative routes will be completed including a draft EIS/EIR. These studies will measure impacts to biological resources, water resources, geology, air quality, cultural resources, paleontology, noise, socioeconomics, land use, public services and utilities, aesthetics, traffic and circulation, and public safety.
- **Alternatives Narrowed:** The results of the public input process, environmental studies, and the input of other transportation and environmental agencies will narrow down the choice of possible routes for the Mid County Parkway.
- **Preferred Alternative Selection:** RCTC will choose the locally preferred alternative from those studied in the Draft EIS/EIR. If approved, the preferred route will move forward for design and construction.

2004	2005	2006	2007	2008	2010
• Preliminary Studies • Public Meetings • Identify Alternatives	• Study Alternatives • Environmental Studies and Engineering • Public Meetings	• Draft EIR/EIS • Public Hearings	• Final EIR/EIS • Obtain other environmental approvals and permits	• Final Design • Right of way acquisition	• Construction →

WHAT IS THE MID COUNTY PARKWAY SCHEDULE?

The Mid County Parkway is being pursued under the historic Cajalco-Ramona Corridor NEPA Partnership agreement between RCTC, the County of Riverside, the United States Department of Transportation, the United States Environmental Protection Agency, the United States Fish and Wildlife Service, the US Army Corps of Engineers, Caltrans, and the California Department of Fish and Game. This agreement means that all project partners have pledged to employ streamlining procedures that will help ensure timely traffic relief for western Riverside County residents. Nevertheless, the project is expected to take at least three years before final engineering and right of way acquisition can begin. Construction can begin after all right of way has been obtained and utility conflicts have been resolved.

We want to know what you think. If you have any comments about the Mid County Parkway,
call us at (951) 787-7141, email us through our website at www.midcountyparkway.org, or write us:
Cathy Bechtel, Mid County Parkway Manager

ADDRESS SERVICE REQUESTED

Riverside County
Transportation Commission
P.O. Box 12008
Riverside, CA 92502

MID COUNTY PARKWAY

PRSRT STD
U S POSTAGE
PAID

Q&A MID COUNTY PARKWAY

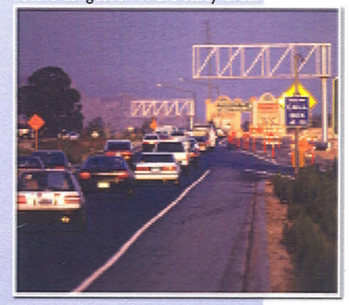
A project of the Riverside County Transportation Commission

WHAT IS THE MID COUNTY PARKWAY?

The Mid County Parkway is a proposed 32-mile transportation corridor that will relieve traffic congestion for east-west travel in western Riverside County between the San Jacinto and Corona areas and help address future transportation needs through 2030.

The proposed corridor was identified as a part of the Riverside County Integrated Project, a regionwide transportation and environmental planning project undertaken over several years by the Riverside County Transportation Commission (RCTC) and the County of Riverside. The Project determined that a corridor in the vicinity of Cajalco Road in the west and Ramona Expressway in the east would significantly reduce congestion, improve traffic flow, and reduce travel times on I-215, SR 91, SR 74, and SR 60. County residents, through their input at public meetings, helped determine the general corridor locations under consideration. Further study of potential route locations is being conducted by RCTC, the agency responsible for transportation planning in Riverside County and the administrator of Measure A, Riverside County's 1/2¢ sales tax for transportation.

The Mid County Parkway will help relieve congestion in the study area.



WANT TO KNOW MORE ABOUT THE MID COUNTY PARKWAY?

Meetings will be held at the following times and locations:

9/21/04 (Tuesday)—6:30 pm
Valley Wide Recreation & Park District
901 W. Esplanade Ave.
San Jacinto, CA 92581

9/22/04 (Wednesday)—6:30 pm
Val Verde Unified School District
District Office Conference Room
975 W. Morgan St.
Perris. CA 92571

9/23/04 (Thursday)—6:30 pm
Eagle Glen Golf Course
1800 Eagle Glen Pkwy.
(I-15 & Cajalco Rd.)
Corona, CA 92581

Stay Informed–
www.midcountyparkway.org

rctc Riverside County Transportation Commission www.rctc.org

WHY IS THE MID COUNTY PARKWAY NEEDED?

By 2020, the County's population is projected to double to 3 million. Today, east-west traffic within western Riverside County is carried on State Routes 60, 91 and 74. These corridors, which link western Riverside County to San Bernardino County and the Coachella Valley to the east and Los Angeles and Orange counties to the west, are already experiencing significant gridlock. Another east-west route to relieve this congestion is essential in order to maintain and enhance quality of life in western Riverside County.

Such a route was identified as a high priority in the Riverside County Integrated Project's transportation element, called the Community and Environmental Transportation Acceptability Process (CETAP). In July 2002, a draft Environmental Impact Study/Environmental Impact Report (EIS/EIR) was published for an east-west corridor identified as the "Hemet to Corona/Lake Elsinore Corridor." While RCTC studied several alternatives for the corridor, a route roughly following Cajalco Road and the Ramona Expressway was eventually identified as a preferred route to relieve congestion and provide future mobility. The new name for this Cajalco-Ramona route is the Mid County Parkway.

The project received national recognition when it was identified by the White House under Executive Order 13274 for environmental streamlining, one of only seven transportation projects in the nation to initially receive this designation.

In order to move forward now, it is necessary to study the corridor in detail and eventually identify a specific route.

CETAP and the projects it studied, including the Mid County Parkway, were identified by the White House for Environmental Streamlining.

Between now and 2020, Riverside will double its population to 3 million people.

This page intentionally left blank

MID COUNTY PARKWAY

A project of the Riverside County Transportation Commission

WHAT ARE THE BENEFITS OF THE MID COUNTY PARKWAY?

The Mid County Parkway will offer a variety of benefits to residents, commuters, property owners and business owners throughout western Riverside County.

For the ***General Public,*** the Mid County Parkway will bring badly needed traffic congestion relief, giving residents more time at home with family and less time in traffic.

For ***Businesses***, improved mobility provided by the Mid County Parkway will expedite the movement of goods and services across western Riverside County, a key factor in maintaining and enhancing the local economy. Reduced travel times across western Riverside County and improved mobility will bring residents and businesses substantial savings in transportation costs and improve the climate for attracting new businesses to the region.

Commercial and industrial property values along the route will see an upswing in value from improved transportation access.

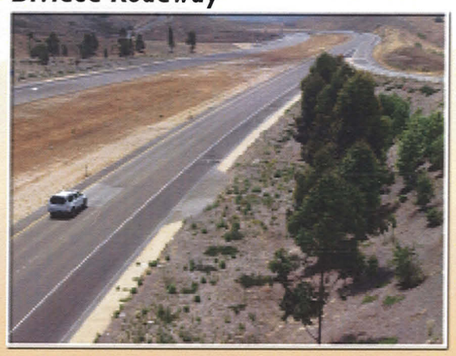
The Mid County Parkway will also create an express route for regional trips and public transit between the population centers of San Jacinto/Hemet, Perris/Moreno Valley, and Corona/Norco.

The following roadway designs are being evaluated as possibilities for various segments of the Mid County Parkway:

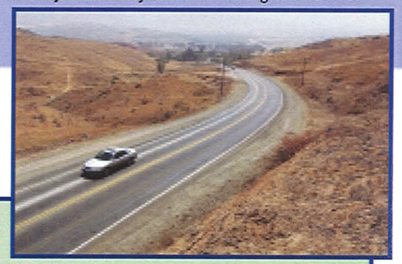
Roadway with Center Divider

Divided Roadway with Drainage Facility in Median

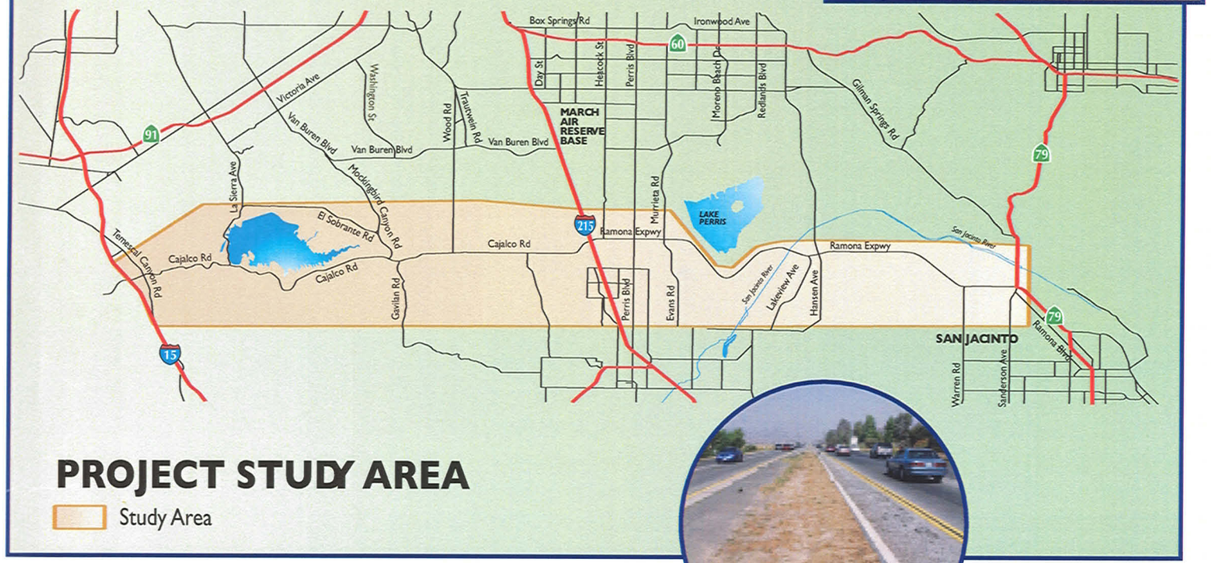
Divided Roadway



Study Area: *Cajalco Road looking toward I-15.*



WHERE WILL THE MID COUNTY PARKWAY BE LOCATED?



Presently, no specific route has been selected for the Mid County Parkway. The study area, shown here, includes a large area located on either side of the existing roadway known as Cajalco Road between I-15 and I-215 and as Ramona Expressway east of I-215. The project must provide for connections to SR 79 in the east, I-215 in the center, and I-15 to the west.

Study Area: *Ramona Expressway in the Perris Area.*

HOW WILL THE MID COUNTY PARKWAY BE FUNDED?

The preliminary design and environmental studies for the Mid County Parkway will be funded through a Federal Streamlining Allocation and the western Riverside County Transportation Uniform Mitigation Fee or TUMF.

The TUMF is paid as a part of the fees collected for development of land in Riverside County and is participated in by all 14 cities in western Riverside County and the County of Riverside. These fees paid by new development offset the cost of providing transportation improvements to accommodate new homes and residents.

Final Engineering Design, right-of-way acquisition and construction costs are anticipated to be funded by a combination of Measure A, Riverside County's 1/2¢ sales tax for transportation; TUMF fees; and state and federal dollars. RCTC is working closely with Caltrans and the Federal Highways Administration so that the proposed roadway will meet state and federal standards and be eligible for state and federal funding.

This page intentionally left blank

(continued from page one)

operation of the proposed project.

Public Services and Utilities

The EIS/EIR will discuss the potential for adverse impacts to public services (fire, police, schools, and other public facilities) and public utilities (gas, water, electricity, solid waste, and wastewater). Potential impacts to public services include delays to emergency vehicles during construction, effects on schools, and access to public facilities.

Section 4(f) Resources

Section 4(f) of the U.S. Department of Transportation Act of 1966 specifies that publicly owned public parks, recreation areas, wildlife and waterfowl refuges, or any significant historic site may not be used for projects that use federal funds unless there is no feasible and prudent alternative to the use of such land. The Mid County Parkway will incorporate all possible planning to minimize harm to Section 4(f) lands.

Transportation/Traffic

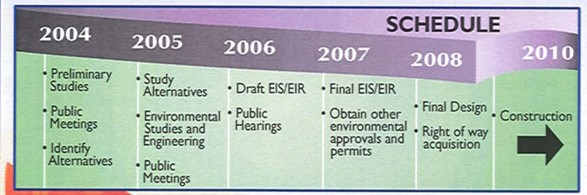
While the proposed project is expected to have a beneficial effect on regional traffic circulation, the EIS/EIR will analyze the effect of the alternatives on both regional and local traffic conditions.

Visual

Implementation of the project may change the visual character and quality of the project area. A visual analysis will be included in the EIS/EIR to address how the project will affect the existing visual setting.

Water Resources

The Mid County Parkway project will be evaluated with respect to its potential effect on waters of the U.S. and State. The evaluation will initially focus on opportunities to avoid impacts to these waters, where feasible, by shifting alignments or applying project design features (e.g., using bridges to span channels rather than using culverts).



WHAT HAPPENED AT THE FIRST PUBLIC MEETINGS?

Meetings held in the San Jacinto, Perris and Corona areas drew more than 150 people interested in the Mid County Parkway project. Residents were given the opportunity to discuss in smaller "break out" groups what they felt were potential benefits and impacts of the Mid County Parkway, as well as ask questions about the project.

Benefits identified by residents at all three meetings included:

- Traffic congestion relief
- A safer road with fewer accidents
- Traffic relief during peak periods
- Alternate east-west route to relieve the SR-60 and SR-91 freeways
- Better connections with SR-79, I-215 and Metrolink
- Less "cut through" traffic on city and neighborhood streets
- A better local economy

Congestion relief was the main issue identified in all communities. Corona residents were concerned that improvements on Cajalco without improvements to the SR-91 corridor will result in increasing the SR-91 bottleneck. Residents in all communities expressed concerns about air quality and a desire to see designs that minimized impacts to wildlife and habitat, property and houses, and that preserved the rural character of the area.

Some residents wanted limited access to avoid congestion and more development at intersections. On the other hand, they also wanted to ensure access is adequate. Additional congestion on the I-15 and the SR-91 near the western terminus of the project was also a concern. Many residents felt the planning and construction schedule was too long. Public transit and ridesharing to reduce demand for new roadways was also supported.

Concerns identified by residents at all three meetings included:

- Timing of the project (build it faster)
- Access to the parkway from local areas
- Impact to wildlife habitat
- Impact to air quality
- Impact to property and houses
- Project aesthetics/design
- Impact to I-15 in Corona

The Mid County Parkway technical team was asked to address these concerns and issues in the environmental studies for the project. Those who attend the scoping meetings will have an opportunity to make additional comments and requests related to the environmental study.

We want to know what you think. If you have any comments or questions about the Mid County Parkway, call us at (951) 787-7141, email us through our website at www.midcountyparkway.org, or write us:
Cathy Bechtel, Mid County Parkway Manager
Riverside County Transportation Commission • P.O. Box 12008 • Riverside, CA 92502-2208

ADDRESS SERVICE REQUESTED

MID COUNTY PARKWAY
Riverside County
Transportation Commission
P.O. Box 12008
Riverside, CA 92502

PRSRT STD
U S POSTAGE
PAID

Q&A MID COUNTY PARKWAY

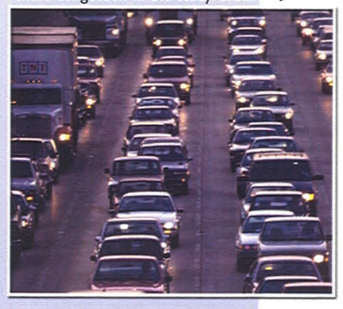
A project of the Riverside County Transportation Commission

WHAT IS HAPPENING WITH THE MID COUNTY PARKWAY PROJECT?

The Mid County Parkway Project is a proposed 32-mile transportation corridor that will relieve traffic congestion for east-west travel in Western Riverside County between the San Jacinto and Corona areas and help meet future transportation needs through 2030.

Following three public meetings held in September to update residents on the project and get their input, the Riverside County Transportation Commission has moved forward with a formal notice of intent to begin the environmental review phase of the project, known as the Environmental Impact Statement/Environmental Impact Report (EIS/EIR). During this phase, RCTC wants your input on the alternatives shown inside this newsletter. The specific issues to be studied in the EIS/EIR are listed below. Come to a meeting (see list lower left) or provide your comments in writing (see back page).

The Mid County Parkway will help relieve congestion in the study area.



WANT TO KNOW MORE ABOUT THE MID COUNTY PARKWAY?

Attend a Public Scoping Meeting.

Meetings will be held at the following times and locations:

12/7/04 (Tuesday)—6:30 pm
Eagle Glen Golf Course
1800 Eagle Glen Parkway
Corona, CA 92883

12/9/04 (Thursday)—6:30 pm
Lakeside Middle School
27720 Walnut Avenue
Perris, CA 92571

12/14/04 (Tuesday)—6:30 pm
Tomas Rivera Middle School
21675 Martin Street
Perris, CA 92570

Stay Informed–
www.midcountyparkway.org

Volume 2: November 2004

rctc Riverside County Transportation Commission www.rctc.org

WHAT WILL BE STUDIED?

The next phase in the process is to hold public meetings to help define the range of alternatives and scope of the EIS/EIR studies. The multi-year EIS/EIR will include studies of:

Air Quality

Regional and local air quality may be affected by the project. The air quality analysis will discuss both short-term impacts resulting from construction, as well as long-term impacts resulting from project operation.

Biological Resources

Sensitive biological resources, such as plant life, wildlife, and their habitat may be impacted by the project. Potential impacts include direct loss of habitat from grading or other construction activities, direct loss of animals and plants by project construction, loss or disruption of wildlife movement corridors, and habitat fragmentation. Several existing habitat reserves may be affected and the project's consistency with the recently approved Western Riverside County Multiple Species Habitat Conservation Plan will be evaluated.

Community Impacts

A Community Impact Assessment will be prepared for the Mid County Parkway project that will address the potential community and socioeconomic impacts. The Community Impact Assessment will study impacts to existing land use, housing, employment, and population conditions in the vicinity of the project alternatives.

Cultural Resources

The proposed alternatives have the potential to affect both prehistoric and historic cultural resources. Potential impacts include direct loss of resources from grading or other construction activities, as well as indirect effects resulting from construction of the new transportation facilities that may affect the historical context of a particular resource.

Floodplain Evaluation

The proposed project may affect floodplains, particularly for the San Jacinto River and Temescal Wash. The existing floodplain setting will be documented in the EIS/EIR along with an evaluation of potential floodplain impacts and encroachments.

Geology and Soils

The EIS/EIR will discuss potential geological impacts of the proposed project, with an emphasis on whether implementation of the alternatives will result in any increased impacts to persons or property, such as landslides, seismic hazards, or soil erosion.

Hazardous Waste

A hazardous waste Initial Site Assessment will be prepared for the project. A records search of agency databases will be conducted to determine whether there are any known hazardous waste sites along the project alternatives. Field surveys will be conducted as necessary.

Noise

Existing noise levels in the vicinity of the project will be documented in the EIS/EIR. A noise study will be conducted to evaluate projected noise levels resulting from construction and

(continued on back page)

This page intentionally left blank

MID COUNTY PARKWAY

A project of the Riverside County Transportation Commission

WHAT ROUTES WILL BE STUDIED?

The Mid County Parkway project will complete environmental studies for seven alternative routes and a no project alternative. Of the seven alternative routes, two combine elements from the General Plan with alignments that have been developed through the study process to date. Many of the alignment alternatives share common segments but there are significant differences in the Lake Mathews and Perris areas. The yellow lines on the maps to the right show the proposed alternatives, and the blue hatched areas show areas near the alignment that are still under study to allow for adjustment of the final alignment as a result of the environmental studies.

Alternative 1: No Project/No Action

Alternative 1 represents 2030 traffic on the planned street network except for future improvements to Cajalco Road and Ramona Expressway, which would remain as they exist today. The future east-west traffic described in the study area would be served by the existing Cajalco Road and El Sobrante between I-15 and I-215, and by existing Ramona Expressway between I-215 and SR-79. This alternative assumes 2030 land use conditions and implementation of planned improvements to the regional and local circulation system as accounted for in the Riverside County General Plan and other adopted plans and policies.

Alternative 2: North Lake Mathews/North Perris Alternative

Alignment Alternative 2 is a 6- to 10-lane limited access parkway alternative. Alternative 2 is located north of Lake Mathews and follows a northerly alignment through Perris. The alignment would be located along or near the existing El Sobrante Road for much of the area directly north of Lake Matthews and follows a new alignment west of Lake Mathews. It is located north of Ramona Expressway from I-215 to east of Evans Road. Alternative 2 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 3: North Lake Mathews/South Perris Alternative

Alignment Alternative 3 is a 6- to 10-lane limited access parkway alternative. Alternative 3 is located north of Lake Mathews and follows a southerly alignment through Perris. Alternative 3 is located south of Ramona Expressway from I-215 to just west of Antelope Road. The alignment would be located along or near the existing El Sobrante Road for much of the area directly north of Lake Mathews and follows a new alignment west of Lake Mathews. Alternative 3 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 4: South Lake Mathews/North Perris Alternative

Alignment Alternative 4 is a 6- to 10-lane limited access parkway alternative. Alternative 4 is located south of Lake Mathews and follows a northerly alignment through Perris. This alternative would be located south of the existing Cajalco Road west of Lake Mathews Drive and located north of Ramona Expressway from I-215 to east of Evans Road. Alternative 4 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79,

Alternative 5: South Lake Mathews/South Perris Alternative

Alignment Alternative 5 is a 6- to 10-lane limited access parkway alternative. Alternative 5 is located south of Lake Mathews and follows a southerly alignment through Perris. This alternative is located south of the existing Cajalco Road west of Lake Mathews Drive and is located south of Ramona Expressway from I-215 to just west of Antelope Road. Alternative 5 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 6: General Plan/North Perris Alternative

Alignment Alternative 6 involves the implementation of arterial improvements included in General Plan, including a 6-lane arterial north of Lake Mathews and a 4-lane arterial south of Lake Mathews, west of El Sobrante Road, and a new 6- to 10-lane limited access parkway facility east of El Sobrante Road. This alternative is the same as Alternatives 2 and 4 described above east of I-215 and is located north of Ramona Expressway from I-215 to east of Evans Road. The proposed arterial street improvements north and south of Lake Mathews are consistent with the Riverside County General Plan Circulation Element and generally follow the alignments shown in the General Plan.

Alternative 7: General Plan/South Perris Alternative

Alignment Alternative 7 involves the implementation of arterial improvements included in the Riverside County General Plan, including a 6-lane arterial north of Lake Mathews, a 4-lane arterial south of Lake Mathews, west of El Sobrante Road, and a new 6- to 10-lane limited access parkway facility east of El Sobrante Road. This alternative is the same as Alternatives 3 and 5 described above east of I-215 and follows a southerly alignment through Perris. The proposed arterial street improvements north and south of Lake Mathews are consistent with the Riverside County General Plan Circulation Element and generally follow the alignments shown in the General Plan.

Alternative 8: General Plan Circulation Element

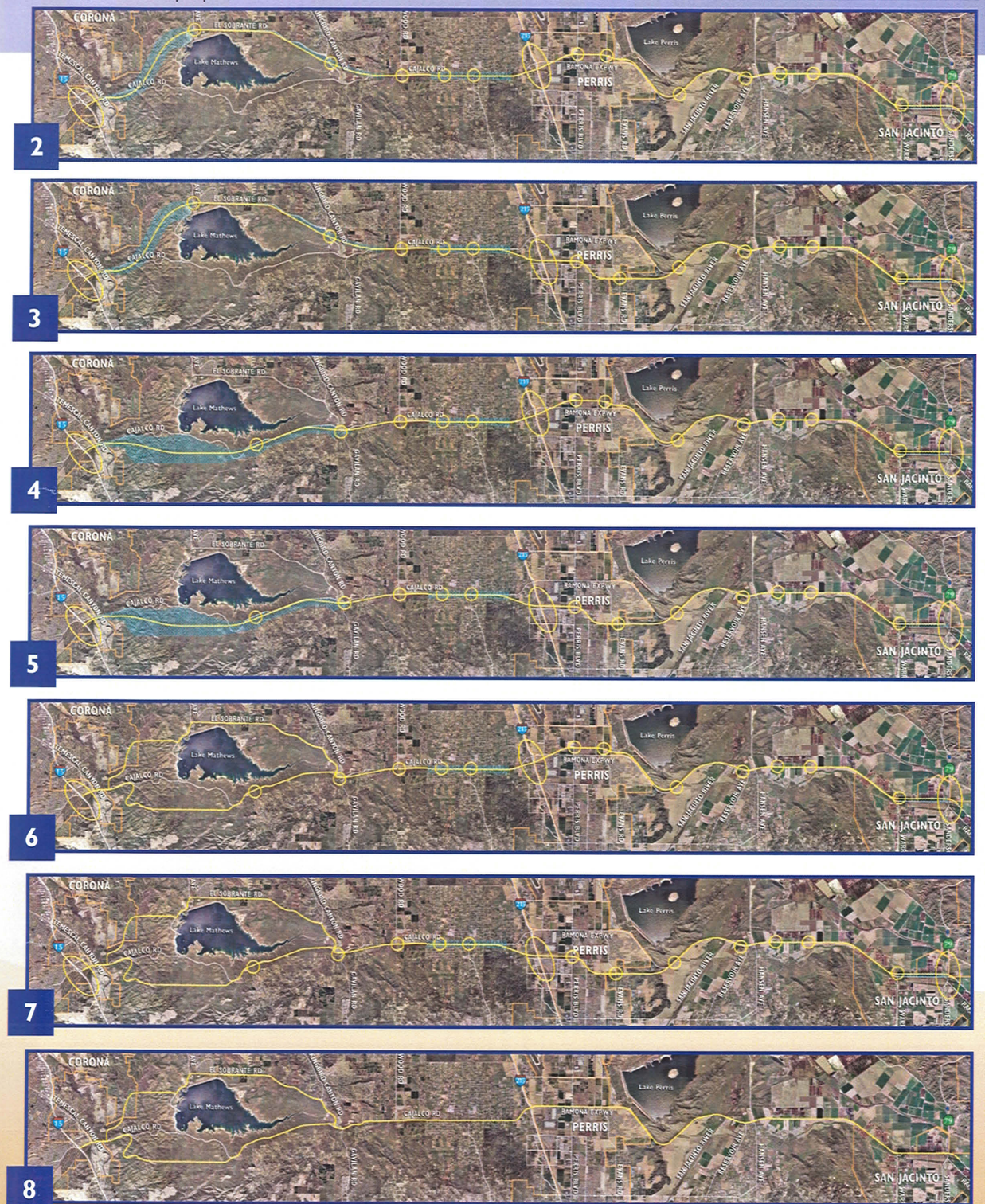
Alternative 8 represents 2030 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan. This alignment alternative is the same as Alternative 1 but includes implementation of Cajalco Road and Ramona Expressway consistent with the Riverside County General Plan Circulation Element. The traffic demand modeling for the MCP would be utilized to determine the ability of the adopted General Plan improvements to Cajalco Road and Ramona Expressway to meet the stated purpose and need of the MCP and to support the forecast travel demand for 2030.

1 NO PROJECT/NO ACTION

This alternative represents existing conditions, therefore no map is provided.

LEGEND

- Proposed alignment
- Proposed connection
- Alignment study area



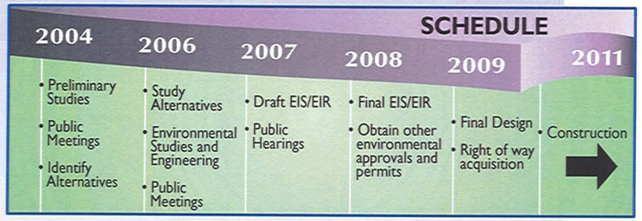
This page intentionally left blank

WHAT IS BEING STUDIED?

EIS/EIR studies will look at the following factors:

- Air Quality
- Biological Resources
- Community Impacts
- Cultural Resources
- Floodplain Evaluation
- Geology and Soils
- Hazardous Waste
- Noise
- Public Services and Utilities
- Publicly owned parks, recreation areas, and wildlife areas (section 4(f) Resources)
- Transportation/Traffic
- Visual Impacts
- Water Resources

WHAT IS THE SCHEDULE FOR THE MID COUNTY PARKWAY?



WHO CAN I CONTACT ABOUT MID COUNTY PARKWAY PROJECT?

We want to know what you think. If you have any comments or questions about the Mid County Parkway, call us at (951) 787-7141, email us through our website at www.midcountyparkway.org, or write us:

Cathy Bechtel, Mid County Parkway Manager
Riverside County Transportation Commission
P.O. Box 12008 • Riverside, CA 92502-2208

WHAT HAS THE PUBLIC SAID ABOUT THE MID COUNTY PARKWAY?

Last year, six public outreach meetings were held in all segments of the project area. More than 500 people have now attended meetings about the project. Benefits identified by the public include:

- Relieving traffic congestion
- A safer road with fewer accidents
- An east-west alternative to the SR-60 and SR-91 freeways
- Less cut through traffic on local streets and roads
- Better connections with SR-79 and I-215

Concerns expressed included:

- Effects on homes and businesses
- Impacts to wildlife habitat areas
- Increased traffic on I-15
- Impacts to air quality
- Access to the project from local areas
- The lengthy process to build the project

The Mid County Parkway technical team has been addressing these issues in the environmental studies for the project. As a result, additional alignments are being considered. As the study process continues, you can make additional comments by contacting RCTC (see Who Can I Contact on this page).

ADDRESS SERVICE REQUESTED

MID COUNTY PARKWAY

Riverside County
Transportation Commission
P.O. Box 12008
Riverside, CA 92502

PRSRT STD
U S POSTAGE
PAID

Q&A MID COUNTY PARKWAY

A project of the Riverside County Transportation Commission

WHAT IS THE MID COUNTY PARKWAY PROJECT?

The Mid County Parkway is a proposed 32-mile transportation corridor that will relieve traffic congestion for east-west traffic between the San Jacinto and Corona areas in western Riverside County. The corridor was identified as a part of the Riverside County Integrated Project, a regionwide environmental and transportation planning effort to ensure that Riverside County's mobility, environment, and quality of life are protected as our region continues to grow. County residents, at public meetings, helped to determine the corridor locations for future transportation projects including the Mid County Parkway.

The agency studying the project is the Riverside County Transportation Commission (RCTC), the agency responsible for regionwide transportation planning and the administrator of Measure A, Riverside County's 1/2¢ sales tax for transportation.

WANT TO KNOW MORE ABOUT THE MID COUNTY PARKWAY?

A meeting on the new options will be held:

Wednesday—
August 3, 2005—6:30 pm
Columbia Elementary School
21350 Rider Street
(Corner of Rider and Old Elsinore Rd.)
Perris, CA 92570

Get Information and Updates–
www.midcountyparkway.org

Volume 3: July 2005

rctc
Riverside County Transportation Commission
www.rctc.org

WHAT IS HAPPENING WITH THE MID COUNTY PARKWAY PROJECT?

Public meetings held in September and December 2004 helped determine both the Scope of the studies for the Mid County Parkway project as well as alternatives and issues that RCTC should consider during the studies.

The project is currently in the process of developing environmental reports called the Draft Environmental Impact Statement/Environmental Impact Review (EIS/EIR). Both members of the public and public agencies concerned about the project have given their initial input regarding the potential routes under consideration.

Eight alternatives are currently being studied. They include a "No Project Alternative" to look at the consequences of not taking any action, improvements included in the Riverside County General Plan, and a series of routes that represent a menu of choices for the project.

Recently, some new options have been developed. They are being considered for addition to those already under study. They were developed for a variety of reasons including public concerns regarding possible impacts to homes and to habitat reserve areas and engineering and environmental concerns expressed by public agencies. In addition, RCTC took the proposed alternatives to independent experts for a review called "Value Analysis." This is an important part of any roadway project that might be built with federal funds. Those experts echoed the concerns of the public and the agencies and made some suggestions for other options.

The new options are called the Far South option, located between Lake Mathews in the west and Evans Road in the east, and the Perris Storm Drain option, located just west of the Lake Perris Dam.

This page intentionally left blank

This page intentionally left blank

GIVE US YOUR INPUT ABOUT THE OPTIONS

WHY ARE WE CONSIDERING NEW OPTIONS?

Members of the public and public agencies gave us input regarding their concerns about impacts to homes, businesses, and habitat reserves. A "Value Analysis" team of independent experts examined the proposed alternatives for weaknesses that could either stop the project from moving forward or that would add significant cost to the project if solutions were not found.

This input resulted in several new options for further consideration by the public, concerned public agencies, and study team members. From west to east, these are the new options under consideration:

New—I-15 West Option:

This option would extend all of the routes west of the I-15 Freeway to provide access to the parkway for the Corona community.

New—Far South Option:

All of the original eight alternatives affected the Lake Mathews habitat reserve. The "Value Analysis" team suggested that at least one option be developed to avoid this area to ensure the project could move forward in the event that crossing the reserve was not possible. This new option offers the possibility of avoiding the Lake Mathews habitat reserve and affecting fewer acres of Stephen's Kangaroo Rat reserve. In addition, because it is so far south of Cajalco Road, it has the advantage of fewer community impacts to the Mead Valley area.

continued in the right column on the next page

WEST

CRITERIA	Need	Construction	Social Factors	Sensitive Wildlife/Vegetation
North Lake Mathews	6 lanes, meets projected demand	Second highest total cost 6 local interchanges	Affects about the same number of homes, businesses as South Lake Mathews	Lake Mathews (259 acres) and Stephen's Kangaroo Rat (259 acres) habitat reserves affected
South Lake Mathews	6 lanes, meets projected demand	Third highest total cost 6 local interchanges	Affects about the same number homes, businesses as North Lake Mathews	Lake Mathews (238 acres) and Stephen's Kangaroo Rat (400 acres) habitat reserves affected
County General Plan	6 lanes north of Lake Mathews combined with 4 lanes south, meets projected demand	Highest total cost 6 local interchanges	Second least effect on homes, businesses	Lake Mathews (358 acres) and Stephen's Kangaroo Rat (512 acres) habitat reserves affected
Far South NEW	6 to 8 lanes, Evans Rd to I-215 6 lanes, I-215 to Old Elsinore 4 lanes, Old Elsinore Rd west Meets projected demand	Lowest total cost 4 local interchanges Cajalco Rd remains open, can be up to 4 lanes Adds 1 year to timeline	Least effect on homes, businesses	Stephen's Kangaroo Rat (150 acres) habitat reserve affected No effect on Lake Mathews reserve

EAST

CRITERIA	Need	Construction	Social Factors	Sensitive Wildlife/Vegetation
North Perris	6 to 8 lanes Meets projected demand	Highest total cost	Affects fewest homes and businesses	Affects Stephen's Kangaroo Rat habitat reserve
South Perris	6 to 8 lanes Meets projected demand	Lowest total cost Avoids Lake Perris Dam and Fairgrounds areas	Affects most homes and businesses	Affects almost no sensitive wildlife or vegetation
Perris Valley Storm Drain NEW	6 to 8 lanes, Meets projected demand	Second highest total cost Avoids Lake Perris Dam and Fairgrounds areas Longer, less direct Requires flood control improvements	Affects second most homes, businesses	May affect some sensitive vegetation

Proposed connection

continued from the left column on the previous page

New—Perris Storm Drain Option:

Dams are very sensitive areas when the planning of any new project is considered. This new option avoids locating the project very close to the Lake Perris Dam. The option would follow the Perris Storm Drain starting just west of Evans Road and would rejoin one of the existing alternatives north of the Ramona Expressway just east of Perris Boulevard. This option also avoids wildlife areas near the dam.

New—Warren Road to Sanderson South Option:

This alignment offers some engineering and cost benefits to the project, may improve land uses in the area, and improves the connection with SR-79. It also reduces impacts of a possible interchange on wetlands.

WHAT'S NEW... *continued*

The identification of a preferred alternative is not a final decision since final approvals must be obtained from our partner agencies. Early designation of RCTC's preferred alternative responds to requests from the public to share which alternative appears to be superior given all factors which must be considered. It also allows RCTC to review this choice in its discussions with the other public agencies involved in the decision-making process: the United States Fish & Wildlife Service, the United States Army Corps of Engineers, the United States Environmental Protection Agency, the Federal Highway Administration, the California Department of Fish and Game, and Caltrans.

THE FUTURE

Identification of a locally preferred alternative does not complete the approval process. There are still many phases of work to complete before the Mid County Parkway could be constructed and there will be future opportunities for public review and input. The next step is the release of the Draft EIR/EIS in early 2008. At that time, public hearings will be held to obtain public comments on the document. A full review of the Draft EIR/EIS findings and public comments will be conducted with the involved federal and state agencies. Following public review, the Final EIR/EIS will be completed later in 2008.

When the environmental studies are complete and a federally approved alternative has been finally selected, then RCTC will be able to move forward to obtain permits from federal and state agencies, undertake the final engineering design for the project, and acquire the right of way needed to build the project. In addition, RCTC must identify and secure the required funding for this $3.1 billion project. Construction would not begin until 2011 at the earliest and would likely take place in phases.

WHAT IS BEING STUDIED?

EIR/EIS studies are evaluating the following factors:

- Air Quality
- Biological Resources
- Community Impacts
- Cultural Resources
- Floodplain Evaluation
- Geology and Soils
- Hazardous Waste
- Noise Impacts
- Paleontological Resources
- Public Services and Utilities
- Publicly owned parks, recreation areas, and wildlife areas (Section 4(f) Resources)
- Transportation/Traffic
- Visual Impacts
- Water Resources

SCHEDULE

TODAY

2004	2005	2006	2007	2008	2009	2011 and beyond
• Preliminary Studies • Public Meetings • Identify Alternatives	• Value Analysis Study • Public Meeting • Alternative Refinement	• Study Alternatives • Environmental Studies and Engineering	• Environmental Studies and Engineering • Identification of Preferred Alternative	• Draft EIR/EIS • Public Hearings • Final EIR/EIS	• Obtain other environmental approvals and permits • Final Design • Right of way acquisition	• Construction

WHO CAN I CONTACT ABOUT THE MID COUNTY PARKWAY PROJECT?

If you have any comments or questions about the Mid County Parkway, call us at (951) 787-7141, email us through our website at www.midcountyparkway.org, or write us:

Cathy Bechtel, Mid County Parkway Manager, Riverside County Transportation Commission, P.O. Box 12008 • Riverside, CA 92502-2208

Q&A MID COUNTY PARKWAY

A project of the Riverside County Transportation Commission

WHAT IS THE MID COUNTY PARKWAY PROJECT?

The Mid County Parkway project is a proposed 32-mile transportation corridor designed to relieve local and regional traffic congestion in the San Jacinto, Perris, and Corona areas, as well as surrounding Riverside County communities. The corridor was identified as a part of the Riverside County Integrated Project, a regionwide public outreach and planning effort to ensure mobility and protect the environment and quality of life as our region continues to grow.

In addition to the Mid County Parkway Project, RCTC is also working on solutions to congestion on nearby roadways, including projects to improve mobility on SR-91, I-15, I-215, and SR-79.

WHY IS THE MID COUNTY PARKWAY NEEDED?

By 2030, Riverside County's population will reach 3.5 million. Today's east-west traffic, carried on I-10, SR-60, SR-91, and SR-74 are already experiencing significant congestion. Between now and 2035, the traffic on regional arterials that carry travelers in the area of the proposed Mid County Parkway will increase as much as two to five times. Another east-west transportation link to reduce this congestion is essential to maintain and enhance the quality of life in western Riverside County.

WHAT'S NEW WITH MID COUNTY PARKWAY?

PROJECT BACKGROUND

The Mid County Parkway Project began in 2004 with public meetings, preliminary field studies to analyze the impact of a proposed project on the human and natural environment, and the early generation of possible routes. Since 2004, ongoing environmental and engineering studies, as well as public input, have refined the alternatives.

ALTERNATIVE REFINEMENTS

Technical reviews led to the addition of a new southern route between I-15 and I-215. Operational impacts and dam engineering considerations led to the removal of a route north of Lake Mathews. Safety issues led to the removal of a route near the Lake Perris Dam.

Ongoing environmental studies, surveying more than 17,000 acres on 3,000 parcels in the area of the different alternatives, have identified the locations of sensitive wetlands, populations of sensitive plants and animals, and important archaeological sites. Project engineers have used these studies to fine tune alignments to best avoid impacts to these resources as well as to people, homes and businesses.

RCTC has been working with both Caltrans and the Federal Highway Administration to make sure each of the alternatives meets state and federal highway standards.

TODAY

The results of these studies have led to the identification of Alternative 9 (also called the Far South Alternative) as the preferred alternative by RCTC. RCTC's decision was based on the technical studies showing that the Far South Alternative is superior to all of the others under consideration in virtually every category, including cost, social and community impacts, and impacts to the environment (see the matrix inside for a comparison). Study findings on Alternative 9 and other Mid County Parkway alternatives will be presented in a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) which will be circulated for public review in early 2008.

Story continued on back page

Get Information and Updates

www.midcountyparkway.org or www.rctc.org

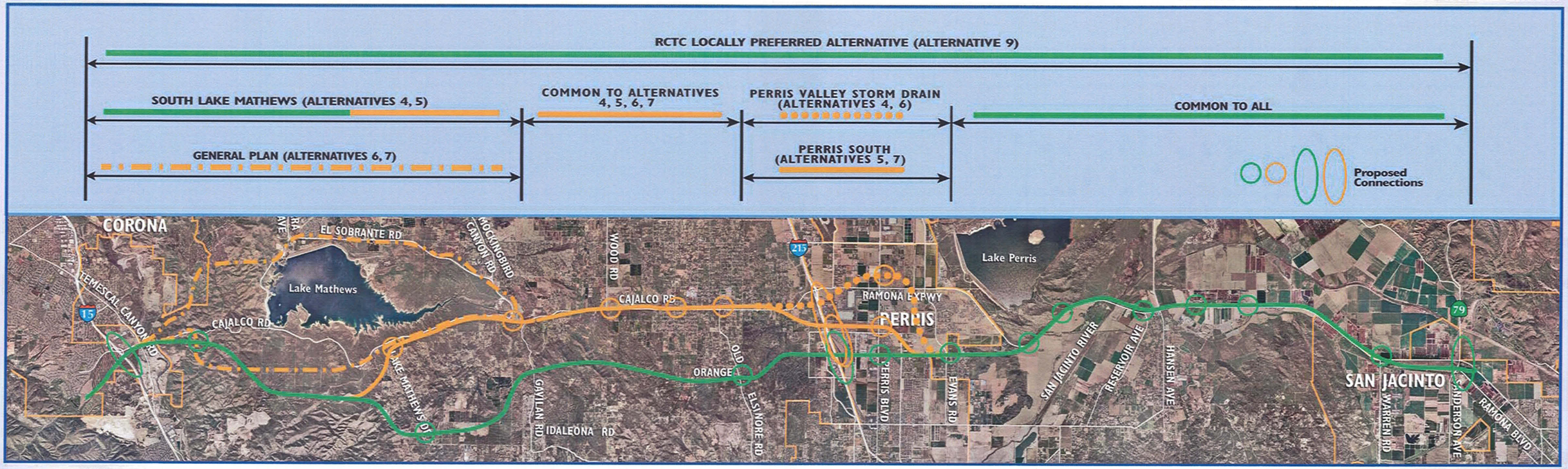
Volume 5: October 2007

RCTC
Riverside County Transportation Commission

This page intentionally left blank

MID COUNTY PARKWAY

ALTERNATIVES BEING STUDIED IN THE EIR/EIS



HOW DO THE ALTERNATIVES COMPARE?

The map on this page shows the alternatives under consideration. They are numbered alternatives 4, 5, 6, 7, and 9. Alternatives 2 and 3 were eliminated due to potential safety and operational impacts to Lake Mathews and Lake Perris dams. Alternative 8 was combined with Alternative 1 to be renumbered as 1A, 1B (No Build Alternatives.)

While many factors are being studied (see list on back page), the factors shown on this matrix are those that reveal substantive differences between the alternatives. The cells highlighted in green indicate the alternative with the least impact. This matrix shows Alternative 9 is superior in virtually every category.

Criteria	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 9
Cost Differential	+ $460 million over base	+ $150 million over base	+ $610 million over base	+ $310 million over base	Base Cost
Water Resources	Affects 31 acres	Affects 29 acres	Affects 34 acres	Affects 32 acres	Affects 25 acres
Threatened/Endangered Species	Affects 346 hectares of designated critical habitat	Affects 346 hectares of designated critical habitat	Affects 498 hectares of designated critical habitat	Affects 498 hectares of designated critical habitat	Affects 295 hectares of designated critical habitat
Sensitive Plant Communities	Affects 412 acres	Affects 411 acres	Affects 459 acres	Affects 458 acres	Affects 458 acres
Habitat Conservation Plans (HCP)	Affects 415 acres	Affects 415 acres	Affects 537 acres	Affects 537 acres	Affects 175 acres
Western Riverside County Multi Species HCP Criteria Area	Affects 385 acres	Affects 406 acres	Affects 646 acres	Affects 666 acres	Affects 639 acres
Parks and Recreation	Affects 1 High School	Affects 1 High School	Affects 1 High School	Affects 1 High School	Affects 1 Park
Cultural Resources (Based on Preliminary Data)	2 significant sites	2 significant sites	2 significant sites	2 significant sites	1 significant site
Social/Community Impacts	Affects 303 properties	Affects 243 properties	Affects 307 properties	Affects 241 properties	Affects 182 properties

This page intentionally left blank

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390
Web Site www.nahc.ca.gov

August 19, 2004

Curt Duke
LSA Associates, Inc.
1650 Spruce Street, 5th Floor
Riverside, CA 92507

Sent by Fax: 909-781-4277
Number of Pages: 7

RE: Proposed Cajalco Ramona Corridor project in the Corona South Quad, Riverside County. Cajalco Ramona Corridor project in the Lake Matthews, Steele Peak, Perris, and Lakeview Quads, Riverside County.

Dear Mr. Duke:

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate organization tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-6251.

Sincerely,

Carol Gaubatz
Program Analyst

This page intentionally left blank

NATIVE AMERICAN CONTACTS
Riverside County
August 18, 2004

Samuel H. Dunlap
P.O. Box 1391 Gabrielino
Temecula , CA 92593 Cahuilla
Luiseno

(909) 262-9351 (Cell)
(909) 693-9196 FAX

Gabrielino/Tongva Council / Gabrielino Tongva Nation
501 Santa Monica Blvd., Suite 500 Gabrielino Tongva
Santa Monica 90401-2415
, CA
(310) 587-2203
(310) 587-2281 Fax

Coastal Gabrieleno Diegueno
Jim Velasques
5776 42nd Street Gabrielino
Riverside , CA 92509 Kumeyaay
(909) 784-6660

La Jolla Band of Mission Indians
~~Wendy Schlater, Chairperson~~
22000 Highway 76 Luiseno
Pauma Valley , CA 92061
(760) 742-3771/72
(760) 742-1701 Fax

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

Pala Band of Mission Indians
~~Robert Smith, Chairperson~~
P.O. Box 50 Luiseno
Pala , CA 92059 Cupeno
(760) 742-3784
(760) 742-1411 Fax

Gabrielino Band of Mission Indians of CA
Ms. Susan Frank
PO Box 3021 Gabrielino
Beaumont , CA 92223
(702) 647-0094: Phone/FAX

Pauma & Yuima
Bennae Calac, Cultural Reosurce Coordinator
P.O. Box 369 Luiseno
Pauma Valley , CA 92061
(760) 742-1289
(760) 742-3422 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 Americans with regard to cultural resources assessment for the proposed Cajalco Ramona Corridor project in the Corona South Quad, Riverside County.

NATIVE AMERICAN CONTACTS
Riverside County
August 18, 2004

Pauma & Yuima
Christobal C. Devers, Chairperson
P.O. Box 369 Luiseno
Pauma Valley , CA 92061
(760) 742-1289
(760) 742-3422 Fax

San Luis Rey Band of Mission Indians
Carmen Mojado, Co-Chair
1889 Sunset Dr. Luiseno
Vista , CA 92081 Cupeno

Pauma & Yuima
Juanita Dixon, Environmental Coordinator
P.O. Box 369 Luiseno
Pauma Valley , CA 92061
(760) 742-1289
(760) 742-3422 Fax

San Luis Rey Band of Mission Indians
Henry Contreras, Most Likely Descendent
1763 Chapulin Lane Luiseno
Fallbrook , CA 92028 Cupeno
(760) 728-6722 - Home
(760) 207-3618 - Cell

Pauma & Yuima
Valerie Linton, Tribal Administrator
P.O. Box 369 Luiseno
Pauma Valley , CA 92061
(760) 742-1289
(760) 742-3422 Fax

San Luis Rey Band of Mission Indians
Mark Mojado, Cultural Resources
P.O. Box 1 Luiseno
Pala , CA 92059
(760) 742-4468
(760) 586-4858 (cell)

Pechanga Band of Mission Indians
Mark Macarro, Chairperson
P.O. Box 1477 Luiseno
Temecula , CA 92593
(909) 676-2768
(909) 695-1778 Fax

San Luis Rey Band of Mission Indians
Russell Romo, Chairman
12064 Old Pomerado Road Luiseno
Poway , CA 92064 Cupeno
(858) 748-1586

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Cajalco Ramona Corridor project in the Corona South Quad, Riverside County.

NATIVE AMERICAN CONTACTS
Riverside County
August 18, 2004

Soboba Band of Mission Indians
Robert J. Salgado, Sr., Chairperson
P.O. Box 487 Luiseno
San Jacinto , CA 92581
(909) 654-2765
Fax: (909) 654-4198

TI'At Society
Cindi Alvitre
6602 Zelzah Avenue Gabrielino
Reseda , CA 91335
(714) 504-2468 Cell

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Calpico Ramona Corridor project in the Corona South Quad, Riverside County.

NATIVE AMERICAN CONTACTS
Riverside County
August 18, 2004

Alvino Siva
2034 W. Westward Cahuilla
Banning 92220
, CA
(909) 849-3450

Cahuilla Band of Mission Indians
Anthony Madrigal, Jr., Environmental Coordinator
P.O. Box 391760 Cahuilla
Anza , CA 92539
(909) 763-5549
fax: (909) 763-2808

Anthony J. Andreas, Jr.
3022 W. Nicolet Street Cahuilla
Banning , CA 92220
(909) 849-3844

Morongo Band of Mission Indians
Britt W. Wilson, Cultural Resource Coordinator
245 N. Murray Street, Suite C Cahuilla
Banning , CA 92220 Serrano
britt_wilson@morongo.org
(951) 849-8807
(951) 755-5200
(951) 922-8146 Fax

Samuel H. Dunlap
P.O. Box 1391 Gabrielino
Temecula , CA 92593 Cahuilla
Luiseno
(909) 262-9351 (Cell)
(909) 693-9196 FAX

Pala Band of Mission Indians
Robert Smith, Chairperson
P.O. Box 50 Luiseno
Pala , CA 92059 Cupeno
(760) 742-3784
(760) 742-1411 Fax

Cahuilla Band of Indians
Gerome Salgado, Chairperson
P.O. Box 391760 Cahuilla
Anza , CA 92539
(909) 763-5549
(909) 763-2808 Fax

Pechanga Band of Mission Indians
Mark Macarro, Chairperson
P.O. Box 1477 Luiseno
Temecula , CA 92593
(909) 676-2768
(909) 695-1778 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 Americans with regard to cultural resources assessment for the proposed Cajalco Ramona Corridor project in the Lake Matthews, Steele Peak, Perris, and Lakeview Quads, Riverside County.

NATIVE AMERICAN CONTACTS
Riverside County
August 18, 2004

Ramona Band of Mission Indians
Anthony Largo, Environmental Coordinator
P.O. Box 391372 Cahuilla
Anza , CA 92539
ramona41@qte.net
(909) 763-4105
(909) 763-4325 Fax

San Luis Rey Band of Mission Indians
Carmen Mojado, Co-Chair
1889 Sunset Dr. Luiseno
Vista , CA 92081 Cupeno

Ramona Band of Mission Indians
Joseph Hamilton, Representitive
P.O. Box 391670 Cahuilla
Anza , CA 92539
(909) 763-4105
(909) 763-4325 Fax

San Luis Rey Band of Mission Indians
Henry Contreras, Most Likely Descendent
1763 Chapulin Lane Luiseno
Fallbrook , CA 92028 Cupeno
(760) 728-6722 - Home
(760) 207-3618 - Cell

Ramona Band of Mission Indians
Karen Kupcha, Tribal Administrator
PO Box 1291 Cahuilla
Yucca Valley , CA 92286
ramona41@qte.net
(760) 365-1373
(760) 635-2664 Fax

San Luis Rey Band of Mission Indians
Mark Mojado, Cultural Resources
P.O. Box 1 Luiseno
Pala , CA 92059
(760) 742-4468
(760) 586-4858 (cell)

Ramona Band of Mission Indians
Manuel Hamilton, Chairperson
P.O. Box 391372 Cahuilla
Anza , CA 92539
ramona41@qte.net
(909) 763-4105
(909) 763-4325 Fax

San Luis Rey Band of Mission Indians
Russell Romo, Chairman
12064 Old Pomerado Road Luiseno
Poway , CA 92064 Cupeno
(858) 748-1586

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Cajalco Ramona Corridor project in the Lake Matthews, Steele Peak, Perris, and Lakeview Quads, Riverside County.

NATIVE AMERICAN CONTACTS
Riverside County
August 18, 2004

Santa Rosa Band of Mission Indians
Christina Arzate, Spokesperson
P.O. Box 390611 Cahuilla
Anza , CA 92539
(909) 763-5140
(909) 763-9781 Fax

Santa Rosa Band of Mission Indians
Terry Hughes, Tribal Administrator
P.O. Box 390611 Cahuilla
Anza , CA 92539
(909) 763-5140
(909) 763-9781 Fax

Soboba Band of Mission Indians
Robert J. Salgado, Sr., Chairperson
P.O. Box 487 Luiseno
San Jacinto , CA 92581
(909) 654-2765
Fax: (909) 654-4198

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Cajalco Ramona Corridor project in the Lake Matthews, Steele Peak, Perris, and Lakeview Quads, Riverside County.

70124

STATE OF CALIFORNIA Arnold Schwarzenegger
Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 – Fax

December 9, 2004

Ms. Cathy Bechtel
Riverside County Transportation Commission
4080 Lemon St, 3rd Floor
Riverside, CA 92502-2208

Re: Proposed Mid County Parkway Project DEIF
SCH# 2004111103

Dear Ms. Bechtel:

Thank you for the opportunity to comment on the above-mentioned document.

Early consultation with tribes in your area is the best way to identify Native American cultural resource concerns before a project is underway. Enclosed is a list of Native Americans individuals/organizations that may have unique knowledge of cultural resources in the project area. The Commission makes no recommendation of a single individual or group over another. Please contact all those listed; if they cannot supply you with specific information, they may be able to recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If you have not received a response within two weeks' time, we recommend that you follow-up with a telephone call to make sure that the information was received.

Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should consider avoidance, as defined in Section 15370 of the CEQA Guidelines, when significant cultural resources are that could be affected. Provisions should also be included for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA), Public Resources Code §15064.5 (f). Health and Safety Code §7050.5; and Public Resources Code §5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents. If you have any questions, please contact me at (916) 653-6251.

Sincerely,

Carol Gaubatz
Program Analyst

RECEIVED
DEC 14 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Cc: State Clearinghouse

B.1.9.2

Native American Contacts
Riverside County
December 9, 2004

Samuel H. Dunlap
P.O. Box 1391
Temecula , CA 92593
(909) 262-9351 (Cell)
(909) 693-9196 FAX

Gabrielino
Cahuilla
Luiseno

Craig Torres
713 E. Bishop
Santa Ana , CA 92701
(714) 542-6678

Gabrielino Tongva

Coastal Gabrieleno Diegueno
Jim Velasques
5776 42nd Street
Riverside , CA 92509
(909) 784-6660

Gabrielino
Kumeyaay

Cupa Cultural Center (Pala Band)
William J. Contreras, Archaeology and Cultural Res.
P.O. Box 455
Pala , CA 92059
(760) 742-3784

Luiseno

Fernandeno/ Tataviam / San Fernando Mission Indians
Rudy J. Ortega, Sr., Chairperson
601 South Brand Boulevard, Suite 102
San Fernando , CA 91340
info@tataviam.org
(818) 837-0794
(818) 837-0796 Fax

Gabrielino
Chumash
Tataviam
Yaqui

Fernandeno/ Tataviam / San Fernando Mission Indians
Rudy J. Ortega, Jr., Tribal Administrator
601 South Brand Boulevard, Suite 102
San Fernando , CA 91340
rudy@tataviam.org
(818) 837-0794
(818) 837-0796 Fax

Gabrielino
Chumash
Tataviam
Yaqui

Fernandeno/ Tataviam / San Fernando Mission Indians
Lisa Ornelas, Senator of Cultural Affairs
601 South Brand Boulevard, Suite 102
San Fernando , CA 91340
lisa@tataviam.org
(818) 837-0794
(818) 837-0796 Fax

Gabrielino
Chumash
Tataviam
Yaqui

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

Gabrielino Tongva

Gabrielino Band of Mission Indians of CA
Ms. Susan Frank
PO Box 3021
Beaumont , CA 92223
(909) 647-0094: Phone/FAX

Gabrielino

Gabrielino Tongva Indians of California Tribal Council
John Tommy Rosas, Vice Chair/Environmental
4712 Admiralty Way, Suite 172
Marina Del Rey , CA 90202
310-505-8568

Gabrielino Tongva

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Mid County Parkway Project, SCH# 2004111103, Riverside County.

Native American Contacts
Riverside County
December 9, 2004

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
5450 Slauson, Ave, Suite 151 PMB Gabrielino Tongva
Culver City , CA 90230
gtongva@earthlink.net
562-761-6417 - voice
562-920-9449 - fax

Gabrielino Tongva Indians of California Tribal Council
Mercedes Dorame, Tribal Administrator
20990 Las Flores Mesa Drive Gabrielino Tongva
Malibu , CA 90202
Pluto05@hotmail.com

Gabrielino/Tongva Council / Gabrielino Tongva Nation
501 Santa Monica Blvd., Suite 500 Gabrielino Tongva
Santa Monica 90401-2415
, CA
(310) 587-2203
(310) 587-2281 Fax

La Jolla Band of Mission Indians
Mr. Terri Hughes, Chairperson
22000 Highway 76 Luiseno
Pauma Valley , CA 92061
(760) 742-3771/72
(760) 742-1701 Fax

Pala Band of Mission Indians
Robert Smith, Chairperson
P.O. Box 50 Luiseno
Pala , CA 92059 Cupeno
(760) 742-3784
(760) 742-1411 Fax

Paumŧa & Yuima
Christobal C. Devers, Chairperson
P.O. Box 369 Luiseno
Pauma Valley , CA 92061
(760) 742-1289
(760) 742-3422 Fax

Pauma & Yuima
Bennae Calac, Cultural Reosurce Coordinator
P.O. Box 369 Luiseno
Pauma Valley , CA 92061
(760) 802-1811
(760) 742-3422 Fax

Pauma & Yuima
Juanita Dixon, Environmental Coordinator
P.O. Box 369 Luiseno
Pauma Valley , CA 92061
(760) 742-1289
(760) 742-3422 Fax

Pechanga Band of Mission Indians
Amy Minniear, Cultural Resource Center
P.O. Box 2183 Luiseno
Temecula , CA 92593
aminniear@pechanga-nsn.gov
(951) 308-9295
(951) 506-9491 Fax

Pechanga Band of Mission Indians
Mark Macarro, Chairperson
P.O. Box 2183 Luiseno
Temecula , CA 92593
(951) 308-9295
(951) 506-9491 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 Americans with regard to cultural resources assessment for the proposed Mid County Parkway Project, SCH# 2004111103, Riverside County.

Native American Contacts
Riverside County
December 9, 2004

Rincon Band of Mission Indians
Culture Committee
P.O. Box 68 Luiseno
Valley Center , CA 92082
(760) 749-1051
(760) 749-8901 Fax

Rincon Band of Mission Indians
John Currier, Chairperson
P.O. Box 68 Luiseno
Valley Center , CA 92082
(760) 749-1051
(760) 749-8901 Fax

Rincon Band of Mission Indians
Rob Shaffer, Tribal Administrator
P.O. Box 68 Luiseno
Valley Center , CA 92082
(760) 749-1051
(760) 749-8901 Fax

Rincon Band of Mission Indians
Kristie Orosco, Environmental Coordinator
P.O. Box 68 Luiseno
Valley Center , CA 92082
(760) 749-1051
(760) 749-8901 Fax

Rincon Band of Mission Indians
Ruth Calac, President, Ricon Heritage Commission
P.O. Box 68 Luiseno
Valley Center , CA 92082
(760) 749-1051
(760) 749-8901 Fax

San Luis Rey Band of Mission Indians
Henry Contreras, Most Likely Descendent
1763 Chapulin Lane Luiseno
Fallbrook , CA 92028 Cupeno
(760) 728-6722 - Home
(760) 207-3618 - Cell

San Luis Rey Band of Mission Indians
Russell Romo, Chairman
12064 Old Pomerado Road Luiseno
Poway , CA 92064 Cupeno
(858) 748-1586

San Luis Rey Band of Mission Indians
Carmen Mojado, Co-Chair
1889 Sunset Dr. Luiseno
Vista , CA 92081 Cupeno

San Luis Rey Band of Mission Indians
Mark Mojado, Cultural Resources
P.O. Box 1 Luiseno
Pala , CA 92059
(760) 742-4468
(760) 586-4858 (cell)

Soboba Band of Mission Indians
Robert J. Salgado, Sr., Chairperson
P.O. Box 487 Luiseno
San Jacinto , CA 92581
(909) 654-2765
Fax: (909) 654-4198

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Mid County Parkway Project, SCH# 2004111103, Riverside County.

Native American Contacts
Riverside County
December 9, 2004

Ti'At Society
Cindi Alvitre
6602 Zelzah Avenue Gabrielino
Reseda , CA 91335
(714) 504-2468 Cell

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Mid County Parkway Project, SCH# 2004111103, Riverside County.

This page intentionally left blank