This Record of Decision (ROD) was developed pursuant to 40 Code of Federal Regulations (CFR) 1505.2 and 23 CFR 771.127. The California Department of Transportation (Caltrans), in cooperation with the Riverside County Transportation Commission (RCTC), and the Federal Highway Administration (FHWA) has identified the need to improve the vehicle, person, and goods movement within the State Route 91 (SR-91) corridor to more effectively serve existing and future travel demand between and within Riverside and Orange Counties, to provide improvements along the SR-91 and Interstate 15 (I-15) transportation corridors as well as to related local roads, and to reduce the diversion of regional traffic from the freeways into the surrounding communities.

The project’s purpose and need are described in detail in Chapter I of the SR-91 Corridor Improvement Project (CIP) Final Environmental Impact Statement (FEIS) approved on August 10, 2012. The Notice of Availability for the FEIS was published in the Federal Register on August 24, 2012, and a 30-day review period closed on September 24, 2012.

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (USC) 327.

A. Decision

This ROD approves the Preferred Alternative identified in the FEIS (Alternative 2, Design Variation f, referred to as "Alternative 2f"). After public review of the Draft Environmental Impact Report/Environmental Impact Statement and full consideration of the technical studies prepared, public comments, and agency input and after comments on the FEIS were considered, Caltrans has selected Alternative 2f for the widening and improvement of the SR-91 corridor. This was based on the ability of this alternative to meet the project purpose and need; travel time savings; consistency with system planning; environmental impacts; funding availability; community input; and coordination with regulatory agencies and local stakeholders including Riverside County, Orange County, and the cities of Riverside, Anaheim, Yorba Linda, Corona, and Norco.

Alternative 2f is proposed to be constructed in phases based on the funding available. This ROD is for the Initial Phase of Alternative 2f because those improvements are currently programmed for construction funding in the 2011 Federal Transportation Improvement Program (FTIP) (Amendment
24). A future ROD would be required as funding becomes available to proceed with implementing the additional improvements to complete the Alternative 2f Ultimate Project.

B. Alternatives Considered

Selected Alternative: Alternative 2f

Alternative 2f includes widening of SR-91 by adding one general-purpose lane in each direction on SR-91 from the SR-91/State Route 241 (SR-241) interchange in the Cities of Anaheim and Yorba Linda to Pierce Street in the City of Riverside. The existing express lanes in Orange County would be extended east from the Orange/Riverside County line to I-15 in the City of Corona. The existing high-occupancy vehicle (HOV) lanes would be converted to tolled express lanes, and one additional tolled express lane will be added in each direction on SR-91. Direct tolled express lane connectors would be constructed on southbound and northbound I-15 near the Ontario Avenue interchange through the SR-91/I-15 interchange to connect to the eastbound and westbound SR-91 tolled express lanes. Auxiliary lanes will be added at various locations.

Alternative 2f would require construction of 9 new bridges, replacement of 2 bridges, and widening of 13 bridges involving a total of 24 structures.

The existing local road interchanges on SR-91 at Green River Road, Auto Center Drive, Maple Street, Lincoln Avenue, West Grand Boulevard, and Main Street will be modified to accommodate the mainline improvements on SR-91. The existing system interchanges with SR-91 at SR-71 and I-15 will also be modified to accommodate the improvements.

Alternative 2f will impact 39 major cross-drainage structures, inlets, and contributory structures along SR-91. Permanent Best Management Practices for long-term operations will include 12 Biofiltration Swales/Strips, 12 Infiltration Devices, 13 Detention Devices, and 16 Media Sand Filters. An increase in new impervious surface areas total 100 acres including 321 acres of disturbed soil.

To retain fill or cut slopes along the project segments of SR-91 and I-15, 59 retaining walls will be constructed.

There is existing noise barriers on the north side of the SR-91 mainline in the vicinity of the SR-91/SR-241/Gypsum Canyon Road interchange. Most of those walls will remain under the Initial Phase of Alternative 2f with some of the existing barriers needing reconstruction. There will be 13 new or replaced noise barriers along SR-91 and 1 new noise barrier along I-15.

There are 240 known utility facilities that will be impacted with the Initial Phase of Alternative 2f in the project limits. The following companies have facilities within the project limits: SCE, SCG, AT&T, City of Corona Water and Sewer, Comcast Cable, Sprint, Time Warner Cable, Questar.

The existing ramp metering at on-ramps on the SR-91 and I-15 will be retained under Alternative 2f. Ramp metering will be provided on all the local on-ramps on SR-91 that do not currently have ramp
metering. New system interchange ramp metering will be provided at the eastbound SR-91 interchange to the northbound SR-241, southbound I-15 interchange to the eastbound SR-91, northbound I-15 interchange to SR-91 eastbound, and on both southbound I-15 to westbound SR-91 and northbound I-15 to westbound SR-91 collector distributor.

Four California Highway Patrol (CHP) enforcement areas will be provided at new ramp meter installations and along the SR-91.

Existing local road interchanges with SR-91 will be modified and will implement current American with Disabilities Act standards for curb ramp and sidewalks as feasible. These are planned at the Auto Center Drive, Maple Street, Lincoln Avenue, and Main Street interchanges in the City of Corona.

Most of the existing highway planting and landscaping along SR-91 will be removed. Replacement planting, landscaping, and hardscape elements will be consistent with Caltrans 215/91 Landscape Corridor Master Plan and will be planted prior to the end of construction.

Construction vehicle access and staging of construction materials will occur within the existing right-of-way or the additional right-of-way acquired for the project. Vehicle access and materials staging during construction of walls outside of and immediately adjacent to the State right-of-way will occur in approved designated areas. All construction vehicle access, materials staging and storage, and other construction activities will occur within the defined disturbance limits.

Alternative 2f is proposed to be constructed in phases. The estimated cost for final design, right-of-way acquisition, and construction of the Initial Phase of Alternative 2f is $1.04 billion. The Initial Phase of Alternative 2f is programmed for construction funding in the 2011 FTIP (Amendment 24).

Alternative 2f would provide the following improvements on eastbound SR-91:

- SR-241 to Green River Road, an auxiliary lane would be provided between the egress (exit) and ingress (entrance) points for the tolled express lanes at the Orange/Riverside County line.
- Orange/Riverside County line to State Route 71 (SR-71), the two existing HOV lanes would be converted to two tolled express lanes.
- Green River Road to SR-71 connector, an auxiliary lane would be added and an optional second lane would be added at the entrance to the connector.
- SR-71 to I-15, the existing HOV lane would be converted to a tolled express lane, a second tolled express lane would be added, and a fifth general-purpose lane would be added with interchange improvements at Serfas Club Drive/Auto Center Drive, Maple Street, Lincoln Avenue, and Main Street. Auxiliary lanes would be added between interchanges at various locations.
- I-15 connectors would diverge from SR-91 and merge with the eastbound Main Street on-ramp within a collector-distributor road.
- I-15 to Pierce Street, a single tolled express lane would transition to a fourth general-purpose lane, and an HOV lane would be added.

Alternative 2f would provide the following improvements on westbound SR-91:
- I-15 connectors would merge with the westbound Main Street off-ramp within a collector-distributor road before merging with SR-91.
- I-15 to the Riverside/Orange County line, the existing HOV lane would be converted to a tolled express lane, and a second tolled express lane would be added.
- I-15 to SR-71, a fifth general-purpose lane would be added with interchange improvements at Main Street, Lincoln Avenue, Maple Street, and Serfas Club Drive/Auto Center Drive. Auxiliary lanes would be added between interchanges at various locations.
- SR-71 south-west connector to the Green River Road off-ramp, an auxiliary lane would be added.
- Green River Road to SR-241, an auxiliary lane would be provided between the exit and entrance points for the tolled express lanes at the Orange/Riverside County line.
- Westbound Green River Road off-ramp would be reconstructed to accommodate the Alternative 2f Ultimate Project.
- Green River Road to the Orange/Riverside County line, Green River Road would be realigned to its location in the Alternative 2f Ultimate Project.
- Westbound Green River Road on-ramp would be reconstructed to accommodate the Alternative 2 Initial Phase improvements.

Alternative 2f would provide the following improvements on I-15:

- A single-lane direct tolled express lane connector from the eastbound SR-91 tolled express lanes through the SR-91/I-15 interchange to southbound I-15 that would continue as a single-lane tolled express lane in the median of I-15 extending to the Ontario Avenue interchange.
- A single-lane tolled express lane in the median of I-15 beginning near the Ontario Avenue interchange and extending north and through the SR-91/I-15 interchange as a single-lane direct tolled express lane connector to the westbound SR-91 tolled express lanes.

The improvements for the Alternative 2f Ultimate Project are described in detail in Chapter 2, Project Alternatives, in the Final EIS.

Rationale for Identification of the Selected Alternative
While both Build Alternatives meet the overall project purpose and need, Alternative 2f results in the best travel time savings that will more effectively serve existing and future travel demand between and within Riverside and Orange Counties and better reduces diversion of regional traffic from the SR-91 and I-15 into the surrounding communities compared to Alternative 1 and the No Build Alternative. Both Build Alternatives result in generally similar environmental impacts; however, the wider cross section for Alternative 2f has slightly more impacts to some environmental resources than Alternative 1. This wider cross section better meets the system planning criterion compared to Alternative 1 and the No Build Alternative. In addition, Alternative 2f would minimize community and right-of-way impacts and provide the best traffic operations compared to the other Alternative 2 design variations. Alternative 2f is also supported by the City of Corona.
Design Variations of Alternative 2

The Initial Phase of Alternative 2 (Add General-Purpose Lanes and Extend Tolled Express Lanes [GP+Tolled Express Lanes]) with design variations a, b, c, d, e, g, and h would provide similar improvements as described above for the Initial Phase of Alternative 2f. The primary differences are three interchange locations where there are design variations, on SR-91 at Auto Center Drive/Maple Street (split diamond and direct connector design variations), Smith Avenue (drop ramp and no drop ramp design variations), and Lincoln Avenue interchanges (tight diamond and hook ramp design variations).

The potential environmental impacts of Alternative 2 with the seven other design variations are similar to those described later in Section D for Alternative 2f. The impacts in the following categories vary slightly, depending on the design variation: acquisition and removal of homes; displacement of residents; acquisition and removal of businesses, billboards, and storage units; displacement of employees; land designated in General Plans converted from non-transportation to transportation uses; property and sales tax losses; jobs generated; relocation, removal, or protection in place of utility facilities; cut-and-fill amounts; relocation of the Southern California Edison (SCE) substation; and acres of impacted natural communities, waters, and habitat for threatened and endangered species. Measures to address the impacts of the other design variations of Alternative 2 would be similar to those of Alternative 2f.

The additional improvements of the Alternative 2 Ultimate Project with design variations a, b, c, d, e, g, and h are described in detail in Chapter 2, Project Alternatives, in the Final EIS.

Alternative 1 and Its Design Variations

The primary differences between Alternative 1 (Add General-Purpose Lanes and Maintain HOV Lanes [GP+HOV] Lanes) and its design variations and the Alternative 2 design variations are the provision of HOV lanes in Alternative 1 versus tolled express lanes in Alternative 2. Alternative 1 and its design variations would require less right-of-way and would disturb a smaller area than Alternative 2 and its design variations. Alternative 1 includes four design variations (a, b, c, d). The primary differences are two interchange locations at the Auto Center Drive/Maple Street (split diamond and direct connector design variations) and Lincoln Avenue (tight diamond and hook ramp design variations) interchanges on SR-91.

Alternative 1 and its design variations would provide the following improvements on eastbound SR-91:

- Green River Road eastbound on-ramp to the SR-71 east-north loop connector, an auxiliary lane would be added. An optional second lane would be added at the entrance to the loop connector.
- SR-71 to I-15, the existing HOV lane would remain, and a fifth general-purpose lane would be added with interchange improvements at Serfas Club Drive/Auto Center Drive, Maple Street, Lincoln Avenue, and Main Street. Auxiliary lanes would be added between interchanges at various locations.
• I-15 connectors would diverge from SR-91 and merge with the eastbound Main Street on-ramp within a collector-distributor road.

Alternative 1 and its design variations would provide the following improvements on westbound SR-91:

• I-15 connectors would merge with the westbound Main Street off-ramp within a collector-distributor road before merging with SR-91.
• I-15 to SR-71, the existing HOV lane would remain, and a fifth general-purpose lane would be added with interchange improvements at Main Street, Lincoln Avenue, Maple Street, and Serfas Club Drive/Auto Center Drive. Auxiliary lanes would be added between interchanges at various locations.
• SR-71 south-west connector to the Green River Road off-ramp, an auxiliary lane would be added.
• Green River Road to the Orange/Riverside County line, Green River Road would be realigned to its location in the Alternative 1 Ultimate Project.
• Westbound Green River Road off-ramp would be reconstructed to accommodate the Alternative 1 Ultimate Project.

Alternative 1 and its design variations would provide the following improvements on I-15:

• A single-lane direct HOV connector from the eastbound SR-91 HOV lane through the SR-91/I-15 interchange to southbound I-15 that would continue as a single-lane HOV lane in the median of I-15 extending south to the Ontario Avenue interchange.
• A single-lane HOV lane in the median of I-15 beginning near the Ontario Avenue interchange and extending north and through the SR-91/I-15 interchange as a single-lane direct HOV connector to the westbound SR-91 HOV lane.

The additional improvements proposed for the Alternative 1 Ultimate Project are described in detail in Chapter 2, Project Alternatives, in the Final EIS.

The potential environmental impacts of Alternative 1 with the four design variations are similar to but slightly less than those described for Alternative 2f. The impacts occur in the same categories as described earlier for Alternative 2. Measures addressing the impacts of Alternative 1 with the four design variations would be the same as described for the impacts of Alternative 2f.

**No Build Alternative**
The No Build Alternative would not address the project purpose and need to improve the vehicle, person, and goods movement travel times on SR-91 or I-15 and would not effectively serve existing and future travel demand between and within Riverside and Orange Counties. Regional traffic would continue to divert from the freeways into the surrounding communities. The No Build Alternative would generally maintain the current configurations of SR-91 and I-15 and would not provide any
major corridor improvements in the project area. There would be no additional general-purpose lanes and no change in the existing configuration of the tolled express or HOV lanes on SR-91.
Section 4(f) and Section 6(f)

C. Section 4f

As discussed in detail in Appendix B, Resources Evaluated Relative to the Requirements of Section 4(f), in the FEIS, Alternative 2f would affect several Section 4(f) properties:

Santa Ana River Trail/Bike Lane
- Permanent relocation of a 200-foot (ft) long segment of the Trail/Bike Lane to the north in the vicinity of Green River Road during construction of the Initial Phase of Alternative 2f.
- Construction of a 30-space surface parking lot near the relocated segment of the Trail/Bike Lane, including providing access from the parking lot to the Trail/Bike Lane.
- Possible short-term (hours/days) detours of segments of the Trail/Bike Lane during construction of the Initial Phase of Alternative 2f for the safety of construction workers and Trail/Bike Lane users.

Caltrans has determined that Alternative 2f satisfies the five conditions set forth in 23 CFR 774.13(d) and does not constitute a use. Section 4(f) would not apply to the temporary occupancy of the Trail/Bike Lane during construction. The duration of that temporary occupancy would be substantially less than the time needed for construction, there would be no change in ownership of land, the changes to the Trail/Bike Lane would be minimal, no permanent adverse physical impacts are anticipated, and there would be no interference with the activities or purposes of the resource on either a temporary or permanent basis. The land being used would be fully restored and returned to the condition that existed prior to the project.

The City of Corona concurred with Caltrans’ Temporary Occupancy Determination in April 2012.

Featherly Regional Park
- Temporary occupancy of 0.2 acre (ac) of land for three temporary construction easements (TCEs) to accommodate modifications to drainages and utility facilities during construction.

Caltrans has determined that Alternative 2f satisfies the five conditions set forth in 23 CFR 774.13(d) and does not constitute a use. Section 4(f) would not apply to the three TCEs at Featherly Regional Park. The duration of the temporary occupancy would be less than the time needed for, there would be no change in ownership of land, the changes to Featherly Regional Park would be minimal, no permanent adverse physical impacts are anticipated, and there would be no interference with the activities or purposes of the resource on either a temporary or permanent basis. The land being used would be fully restored and returned to the condition that existed prior to the project.

The County of Orange concurred with Caltrans’ Temporary Occupancy Determination at Featherly Regional Park in March 2012.
Chino Hills State Park

- Permanent use of 0.48 ac of land on the north side of SR-91 for two column footings, a permanent aerial easement for the Green River Road westbound off-ramp, and a small area south of the off-ramp.

- Temporary occupancy of 2.0 ac of land for seven TCEs to access and modify drainages and utility facilities in the SR-91 right-of-way and in and around the Burlington Northern Santa Fe (BNSF) railroad right-of-way to accommodate construction of the Green River Road westbound exit ramp bridge over the railroad tracks.

Caltrans has determined that the use of 2.0 ac in CHSP for seven TCEs during construction satisfies the five conditions set forth in 23 CFR 774.13(d) and does not constitute a use. Section 4(f) would not apply to the use of 2.0 ac of land in CHSP for TCEs. The duration of the temporary occupancy would be less than the time needed for construction, there would be no change in ownership of land, the changes to CHSP would be minimal, no permanent adverse physical impacts are anticipated, and there would be no interference with the activities or purposes of the resource on either a temporary or permanent basis. The areas in CHSP used for TCEs would be fully restored and returned to a condition that existed prior to the project after completion of the construction.

Alternative 2f would also result in the permanent use of a total of 0.48 ac of land for an aerial easement to accommodate the elevated Green River Road off-ramp and the footings for two columns under the elevated Green River Road off-ramp. In addition, a permanent 1.88 ac subsurface easement is needed for tiebacks. The permanent use of 0.48 ac of land from CHSP at the Green River Road off-ramp and the permanent aerial and subsurface easements will not substantively affect park users and will not affect access to/from the park. Caltrans has determined that the land needed for the aerial easement, columns, and tiebacks would result in a de minimis effect on CHSP.

The State Parks Department (State Parks) concurred with the Temporary Occupancy Determination and the De Minimis Determination in April 2012.

El Cerrito Sports Park

- Temporary occupancy of 0.19 ac of land for four TCEs to access and modify drainages in the freeway right-of-way during construction.

Caltrans has determined that Alternative 2f satisfies the five conditions set forth in 23 CFR 774.13(d) and does not constitute a use. Section 4(f) would not apply to the temporary occupancy at El Cerrito Sports Park for four TCEs during construction. The changes to El Cerrito Sports Park would be minimal, there would be no change in ownership of land, no permanent adverse physical impacts, there would be no interference with the activities or purposes of the resource on either a temporary or permanent basis, the land being used would be fully restored and returned to the condition that existed prior to the project, and the duration of the temporary occupancy would be less than the time needed for construction.
The City of Corona concurred with Caltrans’ Temporary Occupancy Determination at El Cerrito Sports Park in May 2011.

**Grand Boulevard Historic District**
- Removal and relocation of up to seven acorn-style streetlights near their original locations or elsewhere in the District.
- Removal of 18 trees adjacent to the East Grand Boulevard and West Grand Boulevard undercrossings.

Because there is a finding of No Adverse Effect for the undertaking and the undertaking will not further alter characteristics that qualify the property for the National Register of Historic Places in a manner that would diminish its integrity or impair its ability to convey its historic significance, Caltrans determined a de minimis impact on the Grand Boulevard Historic District. Caltrans consulted with the State Historic Preservation Officer (SHPO) regarding that finding of effect and is proceeding with the undertaking in accordance with the 2004 Section 106 Programmatic Agreement among FHWA, the Advisory Council on Historic Preservation, SHPO, and Caltrans. The SHPO concurred with the Caltrans’ De Minimis Determination in June 2012.

**New Orange County Park (National Natural Landmark) (New OC Park [NNL])**
- Permanent use of 2.2 ac of land for permanent subsurface easements to accommodate subsurface tiebacks for tieback walls.

Caltrans has determined Alternative 2f would result in a de minimis effect on the New OC Park (NNL). The permanent use of 2.2 ac of land south of SR-91 and east of SR-241 for a subsurface easement will not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f).

Orange County Parks concurred with Caltrans’ De Minimis Determination in May 2012.

**Griffin Park**
- Temporary occupancy of 0.5 ac of land for one TCE to access and modify existing culverts in the freeway right-of-way during construction.

Caltrans has determined Alternative 2f satisfies the five conditions set forth in 23 CFR 774.13(d) and does not constitute a use. Section 4(f) would not apply to the temporary occupancy at Griffin Park for one TCE during construction. The changes to Griffin Park would be minimal, no permanent adverse physical impacts are anticipated, there would be no interference with the activities or purposes of the resource on either a temporary or permanent basis, the land being used would be fully restored and returned to the condition that existed prior to the project, the duration of the temporary occupancy would be less than the time needed for the project construction, and there would be no change in ownership of land.
The City of Corona concurred with Caltrans’ Temporary Occupancy Determination at Griffin Park in March 2011.

**D. Summary of Beneficial Environmental Impacts**

The preferred alternative will enhance the movement of people and goods, public safety and security through the improvement of driving conditions on the SR-91 and I-15 and also improve travel times and travel speeds, provide consistency with system planning, and reductions of regional vehicle emissions.

**E. Summary of Adverse Impacts and Measures to Minimize Harm**

The project will have construction and operational impacts. Chapter 3 of the FEIS provides a detailed discussion of potential impacts resulting from the project and identifies specific measures to avoid, minimize, and mitigate impacts. Adverse impacts and measures are summarized below.

**Land Use**

- Permanent use of 64.0 ac of land designated in local General Plans for uses other than transportation.
- Permanent conversion of 3.8 ac of designated Farmland of Local Importance and 2.7 ac of Grazing Land to nonagricultural uses.
- Temporary use of 0.1 ac of Farmland of Local Importance and 3.5 ac of Grazing Land for TCEs.
- Temporary impacts to existing land uses during construction related to disruption of local traffic and access, noise, vibration, dust, and uses of land for TCEs.
- Permanent use of 0.48 ac in CHSP for two column footings and an aerial easement for the Green River Road westbound off-ramp.

**Measures to Minimize Harm Related to Land Use**

- RCTC will request local jurisdictions to amend their General Plans to modify the land use designations on properties along the alignments of SR 91 and I 15 acquired for the project.
- RCTC will contribute $100,000 to the planning and implementation of improvements that would support and expand regional trail connectivity.
- RCTC will coordinate with State Parks on aesthetic features for the retaining wall facing CHSP between SR-71 and the westbound Green River Road exit ramp to include texture to simulate a natural type appearance such as soil or rock surface or equivalent.
- RCTC will limit construction near CHSP to daylight hours (7:00 a.m. to 7:00 p.m.) with the exception for limited periods when evening or night construction is necessary for operational reasons. Any night construction must be approved by RCTC, Caltrans, U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Game (CDFG). The entry gates at Coal Canyon must remain closed except to provide access to and from the construction site.
- RCTC will conduct parking studies to reduce project impacts on those properties where a partial or full removal of parking spaces is needed.
• RCTC will construct barriers on the north and south sides of SR-91 at CHSP to shield headlight glare and freeway noise as part of the Ultimate Project.

Community Impacts
• Purchase and removal of 18 single-family and 127 multifamily homes for a total of 145 homes.
• Displacement of 507 residents.
• Purchase and removal of 88 businesses and displacement of 242 nonresidential units.
• Displacement of 169 to 576 employees.
• $298,825 in property tax revenue losses in the City of Corona.
• $659,766 in sales tax losses from the business displacements in the City of Corona, representing a loss of 2.2 percent of overall sales tax revenues in the City.
• Removal of 154 storage units.
• Displacement of 10 billboards.
• Generation of 7,681 direct jobs and 14,796 indirect jobs.
• Impacts to community character through decreased visual quality and cohesion as a result of expanded right-of-way that would add additional hardscape, graded slopes, modified and new ramps, overcrossings and bridges, concrete barriers, and new retaining tiebacks and sound walls.
• Widened freeway cross sections that would result in wider overcrossings and undercrossings, and increased lengths of pedestrian paths on/under those structures, which would reduce the amount of natural light in undercrossings and which could be perceived by pedestrians and bicyclists as adversely affecting their experiences as they cross the freeways.
• Temporary disruption of local traffic patterns and access to residences and businesses, increased traffic congestion, and increased noise, vibration, and dust.

Measures to Minimize Harm Related to Community Impacts
• RCTC will ensure that design refinements are incorporated in the design/build process and during construction to minimize temporary and permanent impacts related to land uses and property acquisition.
• RCTC will work with commercial, agriculture, and industrial property owners subject to partial property acquisition to reconfigure those uses to enable them to remain in operation.
• RCTC will comply with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act and Title VI of the Civil Rights Act.
• RCTC will coordinate with Caltrans Outdoor Advertising Unit and the billboard owners regarding the relocation of billboards within the City of Corona.

Utilities/Emergency Services
• Relocation, removal, or protection in-place of approximately 160 utility lines or facilities.
• Temporary impairment of the ability of emergency services providers to meet response times as a result of temporary traffic delays; road, lane, and/or ramp closures; and detours during construction.
Measures to Minimize Harm Related to Utilities/Emergency Services

- RCTC will coordinate with utility and service providers on the relocation, removal, or protection in place for affected facilities.
- RCTC will coordinate the development and implementation of the Final Traffic Management Plant (TMP) and Final Ramp Closure Study with utility and emergency service providers.
- RCTC will coordinate with local fire departments on the implementation of fire prevention measures during construction.
- RCTC will close the gaps in the barrier so there is a continuous barrier for fire prevention on the edge of the shoulder on westbound and eastbound SR-91 from SR-71 to SR-241 adjacent to CHSP.

Traffic and Transportation/Pedestrian and Bicycle Facilities

- Increases in the lengths of seven undercrossings on SR-91 and five undercrossings on I-15 to new total lengths of between 158 and 519 ft, depending on the individual undercrossing.
- Increases in the lengths of three overcrossings on SR-91 to new total lengths of between 250 and 690 ft, depending on the individual overcrossing.
- Permanent impacts to local intersections.
- During construction, complete closures of ramps or connectors for certain periods of time or on weekends.
- Temporary sidewalk and bicycle closures at certain crossings during construction.

Measures to Minimize Harm Related to Traffic and Transportation/Pedestrian and Bicycle Facilities

- RCTC will develop the Final Traffic Management Plan and Final Ramp Closure Study to address the short-term traffic impacts and ramp closures longer than 10 days during construction.
- RCTC will coordinate with Caltrans and the applicable cities and counties to ensure that sufficient public street lighting is provided.
- RCTC will pay the fair share contribution for the project related impacts at area intersections.

Visual/Aesthetics

- Decreased visual quality and cohesion as a result of expanded right-of-way that would add additional hardscape; graded slopes; modified and new ramps; overcrossings and bridges; concrete barriers; and retaining, tieback, and sound walls.
- Graded/disturbed area of 503 ac.
- The largest wall in one location would be 40 ft high and 2,376 ft long.
- Maximum cut slopes approximately 190 ft high and 700 ft long, and maximum fill slopes approximately 45 ft high and 1,650 ft long.
- An additional 173 ac of new impervious area/paving, a 39.6 percent increase over the existing facility.
- Lighting for safety at the interchanges and in undercrossings. Existing lighting on local streets, SR-91, and I-15 would be modified or relocated.
• New lighting in SR-91 median along the Orange/Riverside County line for express lane ingress and egress.
• Adverse impact to the segment of SR-91 eligible for designation as a State Scenic Highway.

Measures to Minimize Harm Related to Visual/Aesthetics
• RCTC will incorporate structural enhancements and design from the 215/91 Corridor Master Plan for sound walls, retaining walls, and bridge elements.
• RCTC will include revegetation of disturbed/graded areas, including replacement planting for the loss of existing landscaping; this will include planting of trees, shrubs, vines as described in the FEIS.
• RCTC will install lighting fixtures with non-glare hoods and lighting designed to illuminate only the transportation right of way.
• RCTC will implement graffiti reduction, removal, and control measures.

Cultural Resources
• Relocation of up to 7 acorn-style street lights in the National Register-listed Grand Boulevard Historic District.
• Removal of 18 trees in the Grand Boulevard Historic District.
• Discovery of cultural materials during construction.
• Discovery of human remains during construction.
• Potential to impact archaeological resources.

Measures to Minimize Harm Related to Cultural Resources
• RCTC will reinstall the removed acorn-style streetlights at or near their original locations.
• RCTC will replace the 18 trees removed from the Historic District.
• RCTC will comply with the procedures for handling the discovery of cultural materials.
• RCTC will comply with the procedures for the discovery of human remains.
• RCTC and Caltrans Cultural Resources Professionally Qualified Staff will coordinate with Native American monitors during construction.

Hydrology, Water Quality and Storm Water Runoff
• Erosion of exposed soil surfaces during construction.
• Increase in the impervious surface area by 173 ac, a 39.6 percent increase over the existing facilities.
• Increased potential for erosion and sedimentation during construction and disturbance of 503 ac during construction.
Measures to Minimize Harm Related to Hydrology, Water Quality and Storm Water Runoff

- RCTC will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities.
- 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 for the discharge of non-storm-water dewatering wastes.
- RCTC will provide the discharge authorization letter from the Regional Water Quality Control Board (RWQCB) prior to any dewatering activities.
- RCTC will comply with the Caltrans Storm Water Quality Handbooks, Project Planning and Design Guide for implementing Design Pollution Prevention and Treatment Best Management Practices (BMPs) for the project. Including coordination with the Santa Ana Regional Water Quality Control Board on the feasibility, maintenance, and monitoring of Treatment BMPs as set forth in Caltrans Statewide Storm Water Management Plan. RCTC will also comply with the NPDES Permit, Statewide Storm Water Permit, and Waste Discharge Requirements for the State of California, Department of Transportation. RCTC will also comply with other provisions identified in the NPDES Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the County of Riverside, and the incorporated cities of Riverside County within the Santa Ana Region, and for the County of Orange, Orange County Flood Control District, and the incorporated cities of Orange County within the Santa Ana Region, as applicable.

Geology, Soils, Seismic, and Topography

- Excavation of approximately 739,107 cubic yards (cy) of material that would be used elsewhere on the project site during construction.
- Import of approximately 738,946 cy of fill material, depending on the design variation.
- Potential to permanently result in or be affected by ground motion, liquefaction, fault rupture, and other effects related to seismic activity; retaining walls for slope stability; and erosion of slopes and other unpaved areas.
- Temporarily result in or be affected by increased potential for soil erosion in areas of disturbed soil; ground motion, liquefaction, fault rupture, and other effects related to seismic activity; and the potential need for blasting in areas with non-rippable granitic bedrock.

Measures to Minimize Harm Related to Geology, Soils, Seismic, and Topography

- Prepare and implement the recommendations from the Final Geotechnical Design Report.
- Prepare and implement a quality assurance/quality control plan.
- Prepare and implement a blasting plan if blasting is required.
Paleontology
- Potential for permanent impacts on paleontological resources in Pleistocene alluvium, sedimentary rocks of the Norco area, the Fernando Formation, sandstone of the Norco area, Chino Hills Pliocene sediments, the Puente Formation, the Topanga Formation, the Sespe and Vaqueros Formations, the Santiago Formation, the Silverado Formation, the Williams Formation, and the Ladd Formation.

Measures to Minimize Harm Related to Paleontology
- RCTC will prepare and comply with the Paleontological Mitigation Plan (PMP). The PMP will be consistent with Caltrans guidelines, the Counties of Riverside and Orange, and the Society of Vertebrate Paleontology. After completion of the project RCTC will prepare a Final Paleontological Mitigation Report.

Hazardous Waste/Materials
- Properties used for industrial and automotive uses within the project disturbance limits may routinely store hazardous wastes and materials that will be relocated and/or removed off site prior to acquisition of these properties.
- Impacted soils and/or groundwater at two properties within the disturbance limits.
- Potential for contact with hazardous materials during construction.
- Areas of environmental concern include potentially contaminated soils related to the BNSF railroad tracks, agricultural uses, and aerially deposited lead (ADL) in areas not previously sampled; asbestos containing materials (ACMs), lead-based paint (LBP), and polychlorinated biphenyls (PCBs) in building structures that will be disturbed or demolished; and ACMs and LBP in road structures that will be disturbed or renovated.

Measures to Minimize Harm Related to Hazardous Waste/Materials
- RCTC will conduct further testing for contaminants at the two properties in Corona for which Phase I Environmental Site Assessments were conducted.
- RCTC will conduct site investigations for any new release sites within the project area.
- RCTC will conduct ADL study for soil if excavation exceeds three feet below ground surface in unpaved locations between Gypsum Canyon Rd. and Magnolia Ave. or when exceeding 5 feet below ground surface on unpaved locations in areas where there would be fiber optic signage between Weir Canyon Rd. and Gypsum Canyon Rd.
- RCTC will have a licensed asbestos contractor properly remove and dispose of asbestos containing materials.
- RCTC will protect construction workers from exposure to lead dust.
- RCTC will inform the design/build contractor of the presence and location of hazardous materials.
- RCTC will conduct predemolition ACM, LBP, and PCB and/or mercury surveys for buildings and structures that will be renovated or demolished.
• RCTC will conduct inspections for PCBs in utility pole-mounted transformers that will be relocated or removed.
• RCTC will test, remove, and dispose of traffic striping in accordance with Caltrans Construction Manual.
• RCTC will coordinate with the Riverside County Department of Environmental Health prior to any dewatering activities in the vicinity of contaminated soils or groundwater sites.
• RCTC will sample soil adjacent to the BNSF railroad tracks for the presence of contaminants.
• RCTC will properly dispose of all soils exceeding the criteria for State or federal hazardous waste at an appropriate State-certified landfill facility.
• RCTC will have a certified industrial hygienist prepare a site specific Health and Safety Plan (HASP) implement those requirements.
• RCTC will prepare and implement a Contaminant Management Plan in accordance with applicable federal, State, and local regulations and requirements.
• RCTC will prepare and implement a Construction Contingency Plan in accordance with Caltrans Unknown Hazards Procedures for Construction.
• RCTC will notify Underground Service Alert at least 2 days prior to excavation.
• RCTC will submit fees to the SCAQMD at least 10 days prior to demolition or renovation of structures.
• RCTC will test and properly dispose of wood-treated materials as required by the Alternative Management Standards for Wood Treated Waste of the California Code of Regulations.

Air Quality
• Potential to temporarily increase air emissions in the project area during construction.

Measures to Minimize Harm Related to Air Quality
• RCTC will finalize and implement the project-specific Construction Emissions Mitigation Plan and will incorporate measures from Caltrans Standard Specifications for dust control and Asphalt Concrete Plant Emissions and compliance with SCAQMD Rule 403. Plan will also include the control of ozone precursor emissions from construction equipment and compliance State Vehicle Code Section 23114, for control of materials on trucks hauling material. RCTC will conduct site inspections at least once a month to ensure contractors comply with the Construction Emissions Mitigation Plan.

Noise
• Long-term noise levels greater than 67 A-weighted decibels (dBA) at up to 87 locations with 46 of those locations predicted to have noise levels 75 dBA or greater.
• Potential for noise from construction equipment and activities to reach 89 dBA at 50 ft from the noise source.
Measures to Minimize Harm Related to Noise

- RCTC will incorporate noise abatement with reasonable and feasible barriers.
- RCTC will comply with Caltrans Standard Specifications Section 14-08.02, “Noise Control,” and SSP S5-310 for noise control during construction.
- RCTC will comply with local noise ordinances during construction and limit construction activities from 7:00 a.m. to 7:00 p.m. Monday through Friday.
- RCTC will initiate a separate project for the I-15 noise barriers (with the exception of NB K1-A) if the proposed I-15 Improvement Project is not constructed within 5 years of the completion of the SR-91 CIP.
- RCTC will consider unusual and extraordinary noise abatement for residences experiencing severe traffic noise impacts per Caltrans Traffic Noise Analysis Protocol.

Natural Communities

- Permanent impacts to 9.87 ac of coastal sage scrub (CSS), and temporary impacts to 3.38 ac of CSS, 1.72 ac of riparian/riverine, and 0.04 ac of oak woodlands.
- Temporary impacts to wildlife corridors during construction.

Measures to Minimize Harm Related to Natural Communities

- RCTC will provide Compensatory Mitigation for the impacts to CSS vegetation within Riverside County consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Impacts to CSS vegetation in Orange County will be mitigated as described in the Biological Opinion received from the US FWS to restore CSS and suitable habitat for CAGN in CHSP and other off-site area approved by the USFWS.
- RCTC will develop an Habitat Mitigation and Monitoring Plan in coordination with Caltrans, U.S. Army Corps of Engineers (Corps), CDFG, and USFWS for riparian/riverine areas, native habitat and oaks trees.
- RCTC will identify Environmentally Sensitive Areas (ESAs) for CSS, chaparral, riparian/riverine vegetation, oak habitat, and restoration and mitigation areas in Coal Canyon.
- RCTC will install fencing around ESAs for protection/preservation.
- RCTC will have a Qualified Biologist under contract to monitor wildlife and construction activities near ESAs.
- RCTC will avoid vegetation removal or tree trimming during the nesting bird season and will conduct preconstruction nesting bird surveys if vegetation removal is necessary during nesting bird season.
- RCTC will ensure during the fire season near any vegetated open space appropriate firefighting equipment is available.
- During Red Flag Warning periods issued by the National Weather Service RCTC will not operate mechanized equipment in any areas of natural open space in CHSP or other areas.
- RCTC will coordinate with the biologist during construction to identify non sensitive upland habitat appropriate for equipment maintenance, staging, fueling and ensure these activities occur in these areas and to prevent spill runoff from entering waters of the U.S.
• RCTC will identify locations with existing wildlife fencing, install new fencing prior to removal of existing fencing, protect and maintain wildlife fencing.
• RCTC will identify and restore habitat areas adjacent to Coal Canyon, B Canyon, Fresno Canyon/Wardlow Wash, and Bedford Wash with native vegetation at a 1:1 ratio determined by RCTC and Caltrans in coordination with the resource agencies.
• RCTC will delineate all wildlife corridors as ESAs on the project specifications and will ensure equipment maintenance, lighting, and staging are away from wildlife corridor entrances.
• RCTC will develop construction management measures to direct construction noise and nighttime lighting away from wildlife corridors, bridges, and biologically sensitive areas approved by Caltrans Biologist from Districts 8 and 12.
• RCTC will keep wildlife corridors clear of equipment and structures to avoid barriers to wildlife passage.
• RCTC will provide overcrossings and culverts compatible with wildlife use with appropriate openness ratios reviewed by Caltrans Biologist from Districts 8 and 12.
• RCTC will limit construction to daylight hours in Coal Canyon, B Canyon, Fresno Canyon/Wardlow Wash, and Bedford Wash except for limited periods when evening or night work is required for operational reasons that are coordinated with Caltrans District 8 and 12 Biologist, USFWS, and CDFG.
• RCTC will not block the main underpasses in Coal Canyon, B Canyon, Fresno Canyon/Wardlow Wash, and Bedford Canyon with structures for bridge work.
• RCTC will delineate the locations of construction staging areas at the eastbound Coal Canyon off-ramp and will minimize the use of this area during construction and where possible avoid this area from February 15 to September 1.
• RCTC will keep the Coal Canyon on- and off-ramps open for emergency and police personal access during construction.
• RCTC will close the gates at Coal Canyon at the end of each construction day.
• RCTC will comply with the Western Riverside County MSHCP Urban/Wildlands Interface Guidelines.
• RCTC will comply with the Western Riverside County MSHCP Construction Guidelines for Criteria Areas.
• RCTC will comply with the Western Riverside County MSHCP Construction Guidelines and Standard BMPs

**Wetlands and Other Waters**

Permanent impacts:
• Corps jurisdictional waters: 0.42 ac
• CDFG jurisdictional areas: 1.31 ac
• RWQCB jurisdictional areas: 0.42 ac

Temporary impacts:
• Corps jurisdictional waters: 1.98 ac
• CDFG jurisdictional areas: 2.01 ac
• RWQCB jurisdictional areas: 1.98 ac

Measures to Minimize Harm Related to Wetlands and Other Waters
• RCTC will obtain a Section 404 Nationwide Permit from the Corps pursuant to the Clean Water Act and ensure conditions are implemented.
• RCTC will obtain a CDFG Streambed Alteration Agreement and ensure conditions are implemented.
• RCTC will obtain a Section 401 Water Quality Certification from the RWQCB and ensure conditions are implemented.

Plant Species
• Removal of 0.74 ac on which Southern California black walnut trees were observed.
• Removal of 0.33 ac on which Coulter’s matilija poppy was observed.

Measures to Minimize Harm Related to Plant Species
• RCTC will replace Southern California black walnut, a minimum of 30 trees to be planted and Coulter’s matilija poppy.

Animal Species
• Indirect impacts to burrowing owl (BUOW) due to the loss of potential habitat.
• Permanent indirect impacts to other special-status species as a result of habitat loss and fragmentation and edge effects such as noise, litter, lighting, and human encroachment.
• Temporary effects to BUOW and other special-interest animal species as a result of unavailability of potential habitat, noise, vibration, lighting, and other edge effects.

Measures to Minimize Harm Related to Animal Species
• RCTC will identify all areas of potential BUOW habitat and conduct preconstruction BUOW surveys 30 days prior to any disturbance.
• RCTC will identify all areas of potential bat habitat and will conduct preconstruction bat surveys.
• RCTC will install temporary bat exclusion devices on any structure with potential bat habitat. Replacement roosting habitat may be needed to minimize the impacts and will be coordinated with Caltrans Biologist from Districts 8 and 12, CDFG, and USFWS.
• RCTC will ensure construction work on bridges will occur during the day. Limited evening and/or night construction may be required for safety and/or operations reasons. RCTC will direct lighting and noise away from bat night roosting areas.
• RCTC will retain riparian vegetation near bat roosting sites.
• RCTC will ensure bridge construction occurs outside the bird nesting season and will install bird nesting exclusion devices or removal of bird nest in coordination with Caltrans Biologist from Districts 8 and 12, CDFG, and USFWS.
• RCTC and Caltrans Biologist from Districts 8 and 12 will determine whether structural features providing existing bat roosting habitat can be permanently retained following construction. If not, alternative roosting habitat will be identified and installed and monitored.
• RCTC will install and maintain silt fence barriers at staging and construction areas at Coal Canyon and areas within CHSP to prevent small animals from entering those areas.

**Threatened and Endangered Species**

• 6.32 ac of permanent direct impacts to CAGN habitat.
• Permanent indirect impacts to 0.94 ac of least Bell's vireo (LBV) habitat.
• 2.09 ac of temporary direct impacts to CAGN habitat.
• Temporary indirect impacts to Braunton’s milk vetch, CAGN, LBV, Santa Ana sucker, western yellow-billed cuckoo, southwestern willow flycatcher (SWWF), and bald eagle.

**Measures to Minimize Harm Related to Threatened and Endangered Species**

• RCTC will identify the Designated Biologist and will retain the Designated Biologist during the entire construction period.
• RCTC will water the construction site at least twice daily and water stockpiled material to reduce dust.
• RCTC will use biodegradable erosion and sediment control devices that will not create a wildlife entanglement hazard.
• RCTC will comply with Caltrans Standard Specifications regarding noise and limit noise at night during construction.
• RCTC will control noise near biologically sensitive areas.
• RCTC will limit construction activity conducted after 7:00 p.m. and before 7:00 a.m. in accordance with the Municipal Codes of the local jurisdictions.
• RCTC will limit construction work to 7:00 a.m. and 7:00 p.m. near major wildlife movement corridors. Any exceptions will be coordinated with USFWS and CDFG.
• RCTC will conduct pre-construction surveys for Braunton’s milk-vetch at Coal Canyon and if found will coordinate with USFWS.
• RCTC will monitor construction in the vicinity of CAGN designated critical habitat.
• RCTC will restore 16.03 ac of habitat suitable for CAGN breeding, dispersal, and foraging in CHSP. If restoration is not possible within CHSP another location will be selected with approval from CDFG and USFWS.
• RCTC will offset the loss of 3.01 ac of occupied CAGN habitat in Orange County, including 2.09 ac of CAGN-designated critical habitat with in-kind or better on-site restoration.
• RCTC will develop a restoration plan for impacts to occupied CAGN-habitat and designated critical habitat in Orange County with approval from the USFWS.
• RCTC will use shielded lighting for any night construction away from CSS in CAGN-designated critical habitat.
• During the bird breeding season RCTC will monitor riparian/riverine areas within 500 ft of active construction for the duration of construction.
• RCTC and Caltrans will investigate additional project features with the USFWS to minimize impacts from light intrusion and potential fire threats at Coal Canyon from the operation of SR-91.
• RCTC and Caltrans will coordinate with the Corps during construction of SR-91 CIP to ensure restoration areas will not be temporarily or permanently impacted. This includes areas restored as part of the Santa Ana Reach 9 Phase 2B Realignment Project.
• RCTC and Caltrans will coordinate with the Corps to ensure the project will not affect releases from Prado Dam or result in a permanent reduction of acreage within Santa Ana River Canyon Habitat Management Area.

Invasive Species
• Potential to spread invasive species during construction.

Measures to Minimize Harm Related to Invasive Species
• RCTC will develop and implement a Weed Abatement Program/Non-Standard Special Provisions in compliance with Executive Order 13112.

F. Mitigation Monitoring or Enforcement Program

An Environmental Commitments Record (ECR) for the SR-91 CIP is provided in Appendix E in the Final EIS. The measures listed in the ECR are applicable to the Initial Phase of Alternative 2f, the Preferred Alternative. The ECR provides the language of each measure, the party/parties responsible for implementing the measure, the phase when each measure is applicable, and the timing of the implementation of each measure. The ECR provides a process for tracking and documenting the implementation of the project avoidance, minimization, and mitigation measures during the design, construction, and operation of Alternative 2f.

As the local project sponsor, RCTC will be responsible for implementing and reporting the status of the measures in the ECR. Monitoring forms will be completed by those party/parties responsible for implementing each measure in the ECR, and verified by the party/parties responsible for monitoring and approval. Completed monitoring forms will be retained by RCTC and will be included with the as-built plans in the State archives. Caltrans will be responsible for construction management and oversight and assuring that the avoidance, minimization, and mitigation measures in the ECR are fully implemented by designated and qualified personnel.
G. Responses to Comments on the Final Environmental Impact Statement

The following letters and emails with comments were received during the FEIS circulation August 24, 2012 through September 24, 2012 from the following agencies and parties: Department of Energy National Nuclear Security Administration, United States Environmental Protection Agency, Pechanga Band of Luiseno Indians, Native American Heritage Commission, California Department of Parks and Recreation, City of Corona, Orange County Public Works, Transportation Corridor Agencies, Property Owner Association of Riverside County, Hills For Everyone (Shute, Mihaly and Weinberger, LLP), Wildlife Corridor Conservation Authority, City of Anaheim, Department of Public Works, Property Owner Association of Riverside County, Chaffin’s Garage, Inc., Villaggio Homeowners Association, Corona Gardens Apartment Complex, and the Metropolitan Water District of Southern California.

For letters received with substantive environmental comments have been summarized and responses are provided below:

Federal Agencies

United States Environmental Protection Agency: The Final EIR/EIS did not adequately address the increased MSAT emissions associated with the expanded facility and that dispersion modeling should be conducted to better understand the MSAT impacts associated with the SR-91 CIP.

Response: The MSAT's analysis for the SR-91 CIP followed the October 2009 Federal Highway Administration (FHWA) MSAT guidance. All the SR-91 CIP Build Alternatives would reduce the regional diesel particulate matter (DPM) emissions when compared to both the no build and existing baseline conditions. By 2035, all the MSAT pollutants would decrease with the SR-91 CIP Build Alternatives when compared to both the no build and existing baseline conditions. Per the FHWA MSAT guidance, the SR-91 CIP would not result in any impacts from MSATs.

Caltrans has adopted the FHWA MSAT guidance for determining the long-term MSAT impacts of highway projects. FHWA does not recommend using any of the tools or models available to calculate emission concentrations. Dispersion modeling was not conducted along the project alignment.

Tribal Governments

Pechanga Band of Luiseno Indians: Requested that, in conjunction with the tribal monitoring included in the project mitigation measures, a Cultural Resources Treatment and Monitoring Agreement be completed among the appropriate parties for this project.

Response: During final design and prior to any project-related ground disturbance, Caltrans will coordinate with the Tribe and other parties as appropriate to document the process for the appropriate preservation, avoidance, and/or mitigation for the identification of inadvertent discoveries, human remains/grave goods, and sacred sites, and to outline the duties, compensation, and responsibilities of the Pechanga Tribal monitors; and to identify areas where Pechanga Tribal monitors will conduct monitoring.
State Agencies
California Department of Parks and Recreation: comments note the mitigation measures agreed to by RCTC, Caltrans and State Parks.

No response necessary

Regional and Local Agencies
Transportation Corridor Agency: Identified concerns regarding ramp metering on northbound State Route 241 (SR-241) to eastbound SR-91 and the effects on traffic demand and potential loss of toll revenues during temporary ramp closures. Request to meet with RCTC and Caltrans to discuss these issues.

City of Anaheim, Department of Public Works: The project design, in the vicinity of SR-241, should allow for the planned SR-91/SR-241 Express Lanes connectors; the project’s Transportation Management Plan (TMP) should allocate funding for police enforcement.

Response: To both Transportation Corridor Agency and City of Anaheim - RCTC and Caltrans will continue to coordinate with the regional and local agencies to address any issues that arise during the design/build phase. It should be noted that the cited ramp metering and temporary ramp closures will not be implemented as part of the Initial Phase and will not result in effects or changes at the SR-91/SR-241 interchange. The cited improvements and temporary closures will be implemented as part of the Ultimate Project. This ROD specifically addresses the Initial Phase of the SR-91 CIP only; the Ultimate Project will be the subject of a separate, future ROD.

The SR-91 project design will allow for the SR-91/SR-241 Express Lanes connectors. The SR-241/SR-91 Express Lanes Connector project is one of several planned projects that would require design coordination with the SR-91 CIP. This project would be implemented after the SR-91 CIP and will be designed to be consistent with the SR-91 CIP.

The SR-91 CIP TMP provides for traffic law enforcement (typically by the California Highway Patrol) within the SR-91 CIP construction zone. The TMP will maintain traffic safety during construction, effectively maintain an acceptable level of traffic flow throughout the transportation system during construction, minimize traffic delays and facilitate reduction of overall duration of construction activities, and minimize detours and impacts to pedestrians and bicyclists.

Groups and Organizations
Hills for Everyone (Shute, Mihaly and Weinberger, LLP): Concerns regarding the adequacy of the Final EIR/EIS under the California Environment Quality Act (CEQA), consistency with the requirements of the Land and the Water Conservation Fund (L&WCF) Act, mitigation for fire hazards and consideration of impacts to wildlife movement.

Response: The analysis of impacts under the National Environment Protect Act (NEPA) and CEQA is discussed in two places in the Final EIR/EIS, in slightly different contexts. The impacts under
CEQA include thresholds and determinations of significance and are included in Chapter 4, the California Environmental Quality Act Evaluation.

The land in the vicinity of the Green River Road off-ramp that would be used for the SR-91 CIP is not subject to compliance with the requirements of the L&WCF Act because that land was not purchased or improved with L&WCF Act funds. The land in CHSP that would be permanently used for the SR-91 CIP is in a part of CHSP where no L&WCF Act grant monies were expended; therefore, Section 6(f) would not apply.

The National Park Service indicated in their consultation letter, dated January 26, 2012, that “…we have determined that LWCF Act 6(f)(3) does not now apply to parcel #31, and that the proposed project, were it to be built today, would not cause a LWCF Act conversion of parkland on parcel #31.”

Hills for Everyone also requested that a fire barrier on the north and south sides of SR-91 adjacent to CHSP be constructed earlier than the Ultimate Project. However, the SR-91 CIP does not include the construction of these barriers because the Initial Phase does not include widening or other major changes/improvements on this segment of SR-91. Measure UES-4 in the Final EIR/EIS details the requirements for this barrier as follows:

“UES-4: Fire Prevention Adjacent to CHSP. The final design of the SR-91 CIP Build Alternatives will include closing gaps so there is the equivalent of a continuous barrier 30 to 36 inches high on the edge of the shoulder on both westbound and eastbound SR-91 from SR-71 to SR-241, as follows:

- Initial Phase: The 36-inch high concrete barrier on westbound SR-91 between SR-71 and Green River Road already included in the design alternatives will meet the requirements for this barrier;

- Ultimate Project: Close gaps to provide an equivalent continuous barrier 30 to 36 inches high on the edge of shoulder on SR-91 in both directions between Green River Road and SR-241 meeting Department standards applicable at the time.”

The temporary effects on wildlife and wildlife movement in areas adjacent to active construction areas such as noise and night light effects and permanent effects such as changes in openness ratios will be mitigated based on implementation of measures provided in the Final EIR/EIS. As a result, although B Canyon is not currently identified in the Western Riverside County MSHCP for conservation, RCTC is committed to implementing the measures that will benefit Coal Canyon. In addition, RCTC has committed to contributing funds to a separate future project to widen this undercrossing as described in the FEIS. This future project would be a coordinated effort of the Western Riverside Regional Conservation Authority (RCA), the wildlife resource agencies, Caltrans,
and RCTC, depending on the ability of the RCA to amend the Western Riverside County MSHCP and to obtain the necessary property rights to ensure the wildlife corridor will be successful in the long term.

**Wildlife Corridor Conservation Authority:** Concerns with the mitigation for project effects at CHSP, including Coal Canyon; consistency with the L&WCF Act; construction of barriers on the north and south sides of SR-91 as soon as possible; and a Memorandum of Understanding for wildlife crossing at Coal Canyon.

Response: Caltrans and RCTC worked very closely with State Parks to address the temporary and permanent project effects on CHSP. Extensive mitigation was developed in consultation with State Parks. Those measures address:

- Property acquisition
- Contribution of $100,000 for planning and implementing improvements for regional trail connectivity (including improvements to the trail entrance at Prado Road)
- Aesthetic features on the retaining wall facing CHSP
- Barrier for fire prevention
- Construction activity during the fire season
- Limits on construction hours in/near CHSP
- Silt fence barriers during construction at Coal Canyon
- Future project for barriers near Coal Canyon

Caltrans Districts 8 and 12 will coordinate with State Parks on the development and implementation of a Memorandum of Understanding (MOU) related to Coal Canyon and improvements to this area in the vicinity of CHSP.

Caltrans is proposing to conduct planting in State right-of-way at Coal Canyon as a project independent of, and separate from, the SR-91 CIP. The purpose of that planting is to attract more wildlife to this undercrossing.

**Other Comments**
In addition to the written comments described above, Caltrans and RCTC have received emails and verbal comments by phone from members of the general public. Those comments did not raise specific substantive environmental issues or ask specific questions regarding the analyses and conclusions in the Final EIR/EIS. The comments generally relate to the following topics: potential project effects on individual properties (full or partial acquisition or temporary construction easements, access during construction); the property acquisition process and schedule; update on where final noise walls will be provided; locations of the toll lane entrances and exits and other questions on specific project features; and questions on potential business opportunities and names of
potential project contractors. RCTC has responded to these comments either by email or via phone call.

H. Record of Decision Approval

Alternative 2f would best meet the project purpose and need. The identification of Alternative 2f as the Preferred Alternative was based on evaluation of the substantive comments received from agencies and the public on the Draft and Final EISs, and the supporting technical studies prepared for the project. All practical measures to avoid, minimize, and mitigate environmental harm have been adopted and will be incorporated into this decision. It is the decision of Caltrans to approve Alternative 2f as the selected Alternative for the SR-91 CIP.

This ROD is for the Initial Phase of Alternative 2f only, because those are the only improvements in Alternative 2f which are currently programmed for construction funding in the 2011 Federal Transportation Improvement Program (FTIP) (Amendment 24). A future ROD would be required as funding becomes available to proceed with implementing the additional improvements to complete the Alternative 2f Ultimate Project.

The Record of Decision for the Initial Phase of the SR-91 CIP is hereby approved.

Basem Mualem, District Director
California Department of Transportation

10/23/12
Date