

**Comments Received During I-15 ELPSE Scoping Period  
October 21, 2019 - November 22, 2019 - At RCTC info@  
rctc.org and I-15 Express Lane Southern Extension Online  
Comment Form**

- Emailed comments from individuals and representatives of organizations in the project area



**Subject:** Problems I-15 freeway

**Date:** Monday, October 21, 2019 at 8:26:07 PM Pacific Daylight Time

**From:** [REDACTED]

**To:** Info

Dear CalTrans District 8 Representative and RCTC,

I am writing you because I am an educated driver and resident. I drive the I-15 corridor between Corona and Lake Elsinore so I know firsthand the problems in the corridor that have not been addressed by Caltrans and RCTC. The corridor has major bottlenecks on the freeway and the streets which are the direct result of corridor operational issues. I respectfully ask that Caltrans and RCTC join together to address these operational problems.

Specifically, the joint effort should do the following:

1. Add one auxiliary lane in each direction on I-15 from 91/Magnolia to Weirick
2. Widen the underpasses at the Ontario, El Cerrito, Weirick and Temescal Canyon interchanges to provide for full 4 lanes and proper turning lanes
3. Widen Temescal Canyon Rd. through El Cerrito and approaches leading to all interchanges

I am including my email to the I-15 Southern Project Extension and copying the local elected officials so they may assist Caltrans in securing funding to improve Riverside County residents' quality of life which suffering due to the unnecessary extended traffic delays in the corridor.

Sincerely,  
[REDACTED]

Sent emails to the below as well

Caltrans District Director Mike Beauchamp at: Exec\_Sec\_D08@dot.ca.gov

Tyler Madary District Director tyler.madary@sen.ca.gov

Sen Richard Roth: senator.roth@senate.ca.gov

Assbly Sabrina Cervantez : assemblymember.cervantes@assembly.ca.gov

Supervisor Kevin Jeffries : district1@RivCo.org

Supervisor Karen Speigel : district2@rivco.org

[Sent from Yahoo Mail for iPhone](#)

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Supervisor Karen Speigel : district2@rivco.org

[Sent from Yahoo Mail for iPhone](#)

**Subject:** RCTC I-15 Express Lanes Project Southern Extension Web Contact Form

**Date:** Wednesday, October 23, 2019 at 12:52:58 PM Pacific Daylight Time

**From:** [REDACTED]

**To:** Info

You have a new message from the RCTC I-15 Express Lanes Project Southern Extension website contact form!

FORM SUBMITTED: **October 23, 2019** at **12:52 pm**

INQUIRY INFO:

From: [REDACTED]

Email: [REDACTED]

I would like to: Add my contact information to the I-15 Express Lanes Project Southern Extension database.

This is my first inquiry about this subject.

Dear RCTC,

This has to be the worse idea along with the other so called improvements on the 91 & 15 freeways. The toll roads only help the commuters coming from the south, and Orange County, and puts the community of Corona as the sacrificial lamb! We have been inconvenienced with traffic on the freeway and the streets going through our once quiet city. The price to use the Toll Lanes are extremely high that only the RICH are able to use them, meanwhile my husband (and thousands of others) suffers through three hours of traffic to get home from Long Beach which should be only an hour drive. Greed is all I can say about this project and the same for the other Toll Roads that run through the state of California. If RCTC was really concerned about the commuters on the 91 and 15 freeway you should have just made them "GENERAL PURPOSE" lanes for everyone to use! to move traffic along more efficiently, but Greed got in the way, and you found a way to make money off of the suffering of its residences, shame on you for continuing to inconvenience the residences. We already pay through our gasoline taxes to maintain our highways and roads, instead of continuing build toll roads put that money into repaving the existing roads, better off ramps, additional lanes (for everyone) if you really cared about the citizens of the Inland Empire you would not be building more toll roads you would have improved the existing roads, and added additional "General Purpose" lanes for EVERYONE TO USE!

Angry in Corona,

[REDACTED]

**Subject:** RCTC I-15 Express Lanes Project Southern Extension Web Contact Form

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**To:** Info

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Email: [REDACTED]

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Angry in Corona,

[REDACTED]

**Subject:** I-15 Corridor

**Date:** Wednesday, October 30, 2019 at 3:13:30 PM Pacific Daylight Time

**From:** [REDACTED]

**To:** Info

corridor

Dear CalTrans District 8 Representative and RCTC,

I am writing you because we are senior drivers and residents We have driven the I-15 corridor for years between Corona, Lake Elsinore and Temecula so we know firsthand the problems in the corridor that have not been addressed by Caltrans and RCTC. The corridor has major bottlenecks on the freeway and the residential streets which are the direct result of corridor operational issues. I respectfully ask that Caltrans and RCTC join together to address these operational problems.

Specifically, the joint effort should do the following:

1. Add one auxiliary lane in each direction on I-15 from 91/Magnolia to Weirick
2. Widen the underpasses at the Ontario, El Cerrito, Weirick and Temescal Canyon interchanges to provide for full 4 lanes and proper turning lanes
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I am including my email to the I-15 Southern Project Extension and copying the local elected officials so they may assist Caltrans in securing funding to improve Riverside County residents' quality of life which suffering due to the unnecessary extended traffic delays in the corridor.

Sincerely,

[REDACTED]

[REDACTED]



**Subject:** 15fwy corridor

**Date:** Wednesday, October 30, 2019 at 9:02:51 AM Pacific Daylight Time

**From:** [REDACTED]

**To:** Info

Dear RCTC,

I am writing you because I am an educated driver and resident. I drive the I-15 corridor between Corona and Lake Elsinore so I know firsthand the problems in the corridor that have not been addressed by Caltrans and RCTC. The corridor has major bottlenecks on the freeway and the streets which are the direct result of corridor operational issues. I respectfully ask that Caltrans and RCTC join together to address these operational problems.

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Sincerely,

[REDACTED]

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**From:** [REDACTED]

**To:** Info

corridor

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Sincerely,

[REDACTED]

[REDACTED]



**Subject:** 15fwy corridor

**Date:** Wednesday, October 30, 2019 at 9:02:51 AM Pacific Daylight Time

**From:** [REDACTED]

**To:** Info

Dear RCTC,

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Sincerely,

[REDACTED]

**Subject:** Request to alleviate congestion along the I-15 corridor (between Corona and Lake Elsinore).

**Date:** Sunday, November 3, 2019 at 1:20:48 PM Pacific Standard Time

**From:** [REDACTED]

**To:** Info, promo@rivco.org, Exec\_Sec\_D08@dot.ca.gov, tyler.madary@sen.ca.gov, senator.roth@senate.ca.gov, assemblymember.cervantes@assembly.ca.gov, district1@RivCo.org, district2@rivco.org

We are longtime residents of Corona, Ca. For many years the freeways, surface streets and accesses have been in serious shape. They fail to hold up to the current usage to which our city is subjected. It is quite obvious they will only get worse as our housing boom continues.

We are in total agreement with the Greater Corona Traffic Alliance group who advocates for remedies for these nightmares, and so am sending a letter in support of their latest suggestions:

We frequently drive the I-15 corridor between Corona and Lake Elsinore so know firsthand the problems in the corridor that have not been addressed by Caltrans and RCTC. The corridor has major bottlenecks on the freeway and the streets which are the direct result of corridor operational issues. We respectfully ask that Caltrans and RCTC join together to address these operational problems.

Specifically, we are encouraging the joint effort to do the following:

1. Add one auxiliary lane in each direction on I-15 from 91/Magnolia to Weirick
2. Widen the underpasses at the Ontario, El Cerrito, Weirick and Temescal Canyon interchanges to provide for full 4 lanes and proper turning lanes
3. Widen Temescal Canyon Rd. through El Cerrito and approaches leading to all interchanges

Most  
Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**Subject:** RCTC Web Contact Form

**Date:** Sunday, November 3, 2019 at 2:34:00 PM Pacific Standard Time

**From:** james=cels.com@rctc.org on behalf of Riverside County Transportation Commission

**To:** Info

First Name:

[REDACTED]

Last Name:

[REDACTED]

Your E-mail\*:

[REDACTED]

Phone:

[REDACTED]

Zip:

[REDACTED]

Organizaon:

[REDACTED]

Department: General (all departments)

This is my  
first inquiry  
about this  
subject.:

Checked

Message:

I live in Corona, CA and regularly commute to Perris, Banning, Riverside and Lake Elsinore on the 15 and 60 freeways. For the record I would like to state that I am opposed to any additional toll or carpool lanes on any freeways I travel. I am in support of additional lanes using funds the state, county and cities involved already have so that ALL drivers can experience a safer, quicker, easier commute.

Yes, please  
sign me up  
for The  
Point!:

Checked

**Subject:** Fwd: I-15 Express Lanes Project Southern Extension - Comment  
**Date:** Tuesday, November 5, 2019 at 1:36:09 PM Pacific Standard Time  
**From:** Robert Chevez  
**To:** Elle Carlos

Robert Chevez  
Account Director  
Westbound Communicaons  
Sent from my iPhone

Begin forwarded message:

**From:** Riverside County Transportation Commission <james@celtis.com>  
**Date:** November 2, 2019 at 1:36:43 PM PDT  
**To:** Robert Chevez <rchevez@westboundcommunicaons.c om>  
**Subject:** I-15 Express Lanes Project Southern Extension - Comment

First  
Name: [REDACTED]

Last  
Name: [REDACTED]

Email: [REDACTED]

Zip: [REDACTED]

Message\*: Have you considered building bypass lanes that don't cost a toll? If you built lanes that you get on in Lake Elsinore and can not get off of until you get to the 91 it would eliminate a lot of traffic issues through that area. The shopping centers and additional housing that were built without having to widen the 15 in the area has created the big mess. If one could get into lanes where there is no entrance or exit for 15 miles it would ease the traffic in that area.

**Subject:** Fwd: I-15 Express Lanes Project Southern Extension - Comment  
**Date:** Tuesday, November 5, 2019 at 1:35:47 PM Pacific Standard Time  
**From:** Robert Chevez  
**To:** Elle Carlos

Robert Chevez  
Account Director  
Westbound Communicaons  
Sent from my iPhone

Begin forwarded message:

**From:** Riverside County Transportation Commission <james@celtis.com>  
**Date:** November 3, 2019 at 10:18:46 AM PST  
**To:** Robert Chevez <rchevez@westboundcommunicaons.c om>  
**Subject:** I-15 Express Lanes Project Southern Extension - Comment

First Name: [REDACTED]  
Last Name: [REDACTED]  
Email: [REDACTED]  
Phone: [REDACTED]  
Address: [REDACTED]  
City: [REDACTED]  
Zip: [REDACTED]

Message\*: I think it would be more beneficial to have one carpool lane and one toll lane in each direction. Having 2 toll lanes in each direction didn't really help the 91 when it took away the carpool lanes. It seems more impacted now. And with the morning rates up to \$25, it makes it difficult for a lot of people to even take it. If the proposed toll lanes are going to have a price point that high, people are still going to be crowding the regular lanes with no help on decreasing the impacted lanes. A carpool lane would help this as many cars carry more than one person.

**Subject:** Fwd: I-15 Express Lanes Project Southern Extension - Comment  
**Date:** Tuesday, November 5, 2019 at 1:35:24 PM Pacific Standard Time  
**From:** Robert Chevez  
**To:** Elle Carlos

Robert Chevez  
Account Director  
Westbound Communicaons  
Sent from my iPhone

Begin forwarded message:

**From:** Riverside County Transportation Commission <james@celtis.com>  
**Date:** November 4, 2019 at 9:03:44 AM PST  
**To:** Robert Chevez <rchevez@westboundcommunicaons.c om>  
**Subject:** I-15 Express Lanes Project Southern Extension - Comment

First  
Name: [REDACTED]  
Last  
Name: [REDACTED]  
Email: [REDACTED]  
Address: [REDACTED]  
City: [REDACTED]  
Zip: [REDACTED]

Message\*: Please add one free lane from Ontario Ave to at least Weirick Rd on both sides of the 15  
and pay for it from toll fees

**Subject:** Fwd: I-15 Express Lanes Project Southern Extension - Comment  
**Date:** Tuesday, November 5, 2019 at 1:34:49 PM Pacific Standard Time  
**From:** Robert Chevez  
**To:** Elle Carlos

Robert Chevez  
Account Director  
Westbound Communicaons  
Sent from my iPhone

Begin forwarded message:

**From:** Riverside County Transportation Commission <james@celtis.com>  
**Date:** November 5, 2019 at 12:10:36 AM PST  
**To:** Robert Chevez <rchevez@westboundcommunicaons.com>  
**Subject:** I-15 Express Lanes Project Southern Extension - Comment

First Name: [REDACTED]  
Last Name: [REDACTED]  
Email: [REDACTED]  
City: [REDACTED]  
Zip: [REDACTED]

Message\*: I have several reservations about the project, mainly since I don't think we should be spending so much time and money to build toll lanes on this portion of Interstate 15. The portion of Interstate 15 through Lake Elsinore and Temescal Valley doesn't see that much traffic (at least south of the interchange at Temescal Canyon Road), so toll lanes really aren't that necessary here. We should instead build toll lanes in Temecula and Murrieta first, because that's where the traffic problems are always overlooked and have gotten more severe; the fact that both cities are nearly twice the size of Lake Elsinore by population and haven't seen any sort of improvements in terms of carpool/HOV or toll lanes in recent years (or proposed near-term) is absolutely unacceptable.

Rather than extend the toll lanes from Cajalco Road in Corona south to Central Avenue in Lake Elsinore, I feel like we could still build about the same length's worth of toll lanes but in two distinct segments: one from the southernmost Temecula city limits to Baxter Road in Wildomar, and another from the Temescal Canyon Road interchange to Cajalco Road (to address the increased traffic flow and narrower freeway profile as you start to head into Corona). This may leave a 20-mile gap in the toll lanes that could be annoying for some, but I believe that this approach would be best for resolving traffic problems where it matters most. I also feel like there should be a project that will add new safety measures, like reducing the speed limit to 65 miles per hour once you reach Temescal Canyon Road or adding a new exit-only lane to the southbound off-ramp at Temescal Canyon Road.

Whether toll lanes are built here or, more ideally, in Temecula and Murrieta (where they're more likely to be used), direct-access ramps (DARs) are a must. If built in Temecula or

Murrieta (which needs to happen regardless of whether in this project or a future project), DARTs should be added at locations such as Overland Drive or Nutmeg Street to give people easier access to important locations such as the Promenade Mall or Inland Valley Medical Center. I'm not sure where they may be useful in the Temescal Valley area, but hopefully in locations that can take pressure off of existing interchanges and side roads.

Alternatively, we will eventually run out of capacity to build and expand new freeway lanes in Southern California, so expanding public transit down the Interstate 15 corridor (all the way to Temecula!) will be an imperative. I would like to see a new Metrolink line that follows the freeway and has a station or two in every city on the corridor, so that people won't need to sit in traffic for hours or continue to pollute the air.

Overall, I'm not completely opposed to all parts of this project, but I'm very disappointed that traffic problems in my hometown of Temecula have gotten so difficult to manage because of the county's lack of initiative in identifying and treating the issues in that area. It is an economic powerhouse for Riverside County and deserves a project that deals with regional and inter-city connectivity, and unless I can be proven otherwise this project does nothing to accomplish that.

**Subject:** Fwd: I-15 Express Lanes Project Southern Extension - Comment  
**Date:** Tuesday, November 5, 2019 at 1:34:07 PM Pacific Standard Time  
**From:** Robert Chevez  
**To:** Elle Carlos

Robert Chevez  
Account Director  
Westbound Communicaons  
Sent from my iPhone

Begin forwarded message:

**From:** Riverside County Transportation Commission <james@celtis.com>  
**Date:** November 5, 2019 at 11:59:41 AM PST  
**To:** Robert Chevez <rchevez@westboundcommunicaons.c om>  
**Subject:** I-15 Express Lanes Project Southern Extension - Comment

First Name: [REDACTED]

Last Name: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

Zip: [REDACTED]

Organizaon: [REDACTED]

Message\*: Could you please build freeway from Norco College to 71 Butterfield Canyon directly instead everyone get tangle in 91 freeway Corona. Every morning stcu about 45 minutes from 91/La Sierra to 91/Green River exit. Also build trple lanes road from 71 Butterfield Canyon to 91/Weir Canyon use Weir Canyon Ramp. This is mandatory because the housing is coming so fast and people from Riverside double population in next 10 years. Also another 10 years need to build freeway from 15-Temescal Valey to 241 Sanag o canyon.

**Subject:** I15 Comment Form Submission

**Date:** Monday, November 11, 2019 at 8:38:45 PM Pacific Standard Time

**From:** james=cels.com@rctc.org on behalf of Riverside County Transportation Commission

**To:** Elle Carlos

First Name: [REDACTED]

Last Name: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

Zip: [REDACTED]

Organization: Temescal Valley Advisory Council, WeRTV, Resident

**Message\*:** As a resident and active person in the community, where I get frustrated is the sheer amount of time it takes to get things engineered and completed. I managed 5 businesses here in California, I am on the above mentioned communities, and on my HOA board. I want explained to me what is the scope of CEQUA and NEPA. I don't understand why it take so so so long (in your video you budget almost 6 years for that to go through. Why on earth does it take so long. In a simple case to get the county to approve plans for maintenance building to be built took almost two years. The actual construction of the building 6 weeks. I just spent \$18,000,000 in Ontario to add a hi tech piece of processing equipment in Ontario. It took almost three years to get approved on our property before we could break ground. To build this hi tech piece of equipment took one year. I am looking to invest \$40,000,000 but debating now just because of the pure delays to build. My job in my company is to deal with engineers and regulatory bodies in the company. What I am trying to understand why is it more costly and time consuming for government to do a technical analysis for specific parameters than for private industry? I have been doing this for 37 years and I would want to understand what are you doing different that is value added to the scope of the project, to perform a study that is different than private industry? I can get people to do compaction studies, noise levels, fume and emission studies, migratory patterns, geological studies, engineering design, project management, etc. you can do this at a very high quality but without breaking the bank. Please explain.

Also, I would like to know why not with all this new found toll revenue from I-91 and I-15 that doesn't get used solely to fund these projects. These roads are brand new. I know reading the descriptions that the money is used to maintain the tolls. Other than occasionally cleaning right now and some repairs, what on earth is all that money going for? I have other community meetings and work while these meetings are going on. I will make my best effort to attend one of the three. Thank you for your me .

**Subject:** I15 Comment Form Submission

**Date:** Tuesday, November 12, 2019 at 11:12:26 AM Pacific Standard Time

**From:** james=cels.c om@rctc.org on behalf of Riverside County Transportation Commission

**To:** Elle Carlos

First

Name: [REDACTED]

Last

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

Zip: [REDACTED]

Message\*: How about instead of raping the taxpayers for even MORE money with toll lanes, build the lanes with the taxes we already pay! ENOUGH IS ENOUGH!!! The government already steals enough of my income, and I do not need to give more to drive on a road that should be paid for by tax money. The government was originally formed to provide for the common good such as roads and police and military. Toll roads are NOT the answer! Get your hands out of my pockets!

**Subject:** I15 Comment Form Submission

**Date:** Tuesday, November 12, 2019 at 10:33:31 AM Pacific Standard Time

**From:** james=cels.com@rctc.org on behalf of Riverside County Transportation Commission

**To:** Elle Carlos

First

Name:

[REDACTED]

Last

Name:

[REDACTED]

Email:

[REDACTED]

Phone:

[REDACTED]

Address:

[REDACTED]

City:

[REDACTED]

Zip:

[REDACTED]

Message\*: I am a resident of Horsethief Canyon Ranch, and I have lived in this community for 28 years. In those 28 years, I have seen the traffic increase tremendously. I work in Corona and have to allow myself an hour to get to Main Street (13 miles). I am absolutely in favor of the express lanes going all the way to the 74. I am just sad that it won't happen until 2025. :(

**Subject:** I15 Comment Form Submission

**Date:** Tuesday, November 12, 2019 at 7:37:19 PM Pacific Standard Time

**From:** james=cels.com@rctc.org on behalf of Riverside County Transportation Commission

**To:** Elle Carlos

First

Name: [REDACTED]

Last

Name: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

Zip: [REDACTED]

Message\*: This project should include the addition of a general purpose lane southbound from Magnolia south to Werrick road. The lane drops in this area cause terrible traffic in Corona that will not be solved by the addition of only toll lanes. While adding a general purpose lane may lower toll revenues somewhat, RCTC should be doing what is best for the community and not solely what will raise the most revenue. This additional general purpose lane can be funded by the anticipated toll revenues.

**Subject:** I15 Comment Form Submission

**Date:** Wednesday, November 13, 2019 at 7:17:41 PM Pacific Standard Time

**From:** james=cels.c om@rctc.org on behalf of Riverside County Transportation Commission

**To:** Elle Carlos

First

Name: [REDACTED]

Email: [REDACTED]

Zip: [REDACTED]

Message\*: The bottleneck between Cajalco and Magnolia must be fixed before this project moves forward. Underpasses at El Cerrito and Weirick need to be widened to handle the extra cross-traffic this project will create by people avoiding the tolls.

**Subject:** RCTC Web Contact Form

**Date:** Thursday, November 14, 2019 at 7:25:37 PM Pacific Standard Time

**From:** james=cels.com@rctc.org on behalf of Riverside County Transportation Commission

**To:** Info

First Name: [REDACTED]

Last Name: [REDACTED]

Your E-mail\*: [REDACTED]

Phone: [REDACTED]

Zip: [REDACTED]

Department: Tolling

This is my first inquiry about this subject.: ☒ Checked

Message: I am using this contact page to send my comments about the 15 fwy toll project because the website doesn't work and the submit comment link doesn't work. I attended the meeting on 11/13 and it was very clear that the toll lanes are being built for the bus rider, van pooler or car pooler. You do not want single drivers in those lanes. There is not a bus line that travels on the 15 today. If someone takes the bus that will use the toll lane, where is the bus going to drop them off? How far will they have to walk to their destination? The bus will slow the lane. Also, congestion pricing? Anyone that drives the 15 every day, knows the worst stretch is 2nd Street in Norco to Cajalco and sometimes farther. So every day, that stretch will be congested. What is the formula for congestion pricing? I was told that congestion pricing will keep amount of travelers down. That is false. Look at the 91 freeway, and Disneyland. FasTrak and Disneyland both raised their rates to bring the amount of customers down but it doesn't work. The multiple enter and exits will also cause congestion on the 3 general purpose lanes. People drive over the barriers now to have a few minutes of freedom on the 15 south in Corona. This behavior will continue on any new tolls. Is anyone monitoring how dangerous the 15 N has become in Corona as people are backed up waiting to get on to the 91 West in the morning? The FasTrak entrance contributes to the congestion on the 15 N in the morning. And where was the rep from FasTrak? There were presentation boards promoting them, but no rep. They were probably afraid to show up. \$4 per gallon for gas plus the gas tax that Newsome is stealing. \$50 round trip for tolls. How much more can we take? NO MORE TOLLS. Build 2 lanes on each side and allow everyone to use them. That will ease the flow of traffic on the 15. We are already paying for these roads. This is a double tax.

Yes, please sign me up for The Point!: ☐ Unchecked

**Subject:** I15 Comment Form Submission

**Date:** Thursday, November 14, 2019 at 3:10:07 AM Pacific Standard Time

**From:** james=cels.com@rctc.org on behalf of Riverside County Transportation Commission

**To:** Elle Carlos

First

Name:

Email:

Zip:

Message\*: The idea of additional lanes are great but it will not be sufficient that the fast trak have no exits to temascal valley and the fast trak will only exit in lake elsinore, therefore the road will not relieve any traffic flow for the rest of the 15. Additional lanes should be added to the 15.

**Subject:** Interstate 15 freeway toll lanes.

**Date:** Thursday, November 14, 2019 at 10:20:11 AM Pacific Standard Time

**From:** [REDACTED]

**To:** Info

I am writing to express my displeasure with your plans for the I 15 toll lanes. The word FREEWAY is just what it means. We pay for the freeways through our taxes and they were meant to be FREE. Now, greed has set in and you have figured out a way to charge us even more while destroying our quality of life. ALL of you have made this area an absolute nightmare and you should be ashamed of yourselves. The unfortunate part is, you are not ashamed of yourselves because of your overwhelming greed. You may have noticed how many people have already moved out of California because of things like this and many more are leaving. When my wife and I leave California, we will be taking BOTH of our businesses with us and every penny they produce. Are you people really that stupid as not to see this? You have failed tremendously and continue to fail the citizens of this area because of your greed. If you really cared, you would do whatever it takes to add more general purpose lanes instead of more toll lanes. You may think my email is not very nice but, I am sick and tired of being nice and attending your dog and pony scoping meetings only to have your lies shoved up my butt. The time for being nice is over. California is swirling the drain and you can thank yourselves for that.

[REDACTED]  
Temescal Valley.

**Subject:** I15 Comment Form Submission

**Date:** Friday, November 15, 2019 at 9:03:36 PM Pacific Standard Time

**From:** james=cels.com@rctc.org on behalf of Riverside County Transportation Commission

**To:** Elle Carlos

First

Name: [REDACTED]

Last

Name: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

Zip: [REDACTED]

Message\*: Please add capacity in general. Address the lanes drops. Widen the underpasses at Ontario, El Cerrito, Weirick and Temescal interchanges. Improve and add capacity on Temescal Cyn. through El Cerrito. Thank you.

**Subject:** I15 Comment Form Submission

**Date:** Saturday, November 16, 2019 at 7:51:48 AM Pacific Standard Time

**From:** james=cels.com@rctc.org on behalf of Riverside County Transportation Commission

**To:** Elle Carlos

First

Name:



Last

Name:



Email:



City:



Zip:



Message\*: What would speed up the traffic flow would be lanes open to carpool in rush hour and all traffic in off hours, not a toll road people cannot afford. If zero public funds were used for the construcon, i can see why you would make it a toll road. But you're using public funds and then you're charging public and making profit? Sounds beyond crooked.

**Subject:** I-15 express lanes project southern extension

**Date:** Thursday, November 21, 2019 at 9:44:06 AM Pacific Standard Time

**From:** [REDACTED]

**To:** Info, Exec\_Sec\_D08@dot.ca.gov, district1@rivco.org, district2@rivco.org

**CC:** [REDACTED]

Dear CalTrans District 8 Representative, RCTC, and City of Corona representatives,

I am writing regarding the public scoping period for the I-15 express lanes project southern extension. I am a new resident of Corona (resident of Temescal Valley 2013-2019) and I am writing on behalf of my household, as regular commuters of the I-15 corridor between Corona and Lake Elsinore. We know firsthand the problems in the corridor that have not been addressed by Caltrans and RCTC. The corridor has major bottlenecks on the freeway and the streets which are the direct result of corridor operational issues. I respectfully ask that Caltrans and RCTC join together to address these operational problems.

Specifically, the efforts should focus on the following:

1. Add one auxiliary lane in each direction on I-15 from 91/Magnolia to Weirick
2. Widen the underpasses at the Ontario, El Cerrito, Weirick and Temescal Canyon interchanges to provide for full 4 lanes and proper turning lanes
3. Widen Temescal Canyon Rd. through El Cerrito and approaches leading to all interchanges

I've included our elected officials as they may also be resources in assisting in securing funding to improve Riverside County residents' quality of life which suffering due to the unnecessary extended traffic delays in the corridor.

Sincerely,

[REDACTED]

**Subject:** I15 Comment Form Submission

**Date:** Thursday, November 21, 2019 at 11:50:19 PM Pacific Standard Time

**From:** james=cels.c om@rctc.org on behalf of Riverside County Transportation Commission

**To:** Elle Carlos

First

Name:

[REDACTED]

Last

Name:

[REDACTED]

Email:

[REDACTED]

Phone:

[REDACTED]

Address:

[REDACTED]

City:

[REDACTED]

Zip:

[REDACTED]

Message\*: Please do not extend the toll roads traffic is already a nightmare adding construction and a roll lane will only make it worse it shouldnt take 1 hours to go two exits which is our current situation imagine construction on top of that

**Subject:** I15 Comment Form Submission

**Date:** Friday, November 22, 2019 at 4:28:55 PM Pacific Standard Time

**From:** james=cels.com@rctc.org on behalf of Riverside County Transportation Commission

**To:** Elle Carlos

First Name:

[REDACTED]

Last Name:

[REDACTED]

Email:

[REDACTED]

Phone:

[REDACTED]

Address:

[REDACTED]

City:

[REDACTED]

Zip:

[REDACTED]

Organization:

[REDACTED]

Message\*: Dear RCTC commissioners,

I live in Temescal Valley and brave Interstate 15 daily. The southern extension needs to have its timeline sped up. The northern portion will be done in 2022 and should be seamless transition to the southern extension. The 2025 "possible" start of construction is unacceptable. Make a full effort to push the EIR process along. We NEED these lanes. While toll is a hard pill to swallow, freeing up lanes for local driving with commuters willing to pay the fees is imperative.

Another huge concern is the current state of the interchanges of Weirick Road, Temescal Canyon Road and Lake Street for Temescal Valley residents. By the way I saw a mock up, Weirick Road needs to be on the sign! Dos Lagos Drive has no addresses, plus is .1 mile long... Either both or only WEIRICK which is an established community with many addresses on it. Dos Lagos is only naming the shopping center. I digress. Those interchanges and under crossings are too narrow to allow for reasonable stacking of cars out of our growing neighborhoods. Please bring all to full standards and capacities.

Additionally, pull out the old maps and ADD an interchange at Campbell Ranch Road and Temescal Canyon Road where it intersects with the 15. It has been in the plans since the 1990's or earlier. This additional interchange can add a grant funding stream no one from RCTC has thought of. The dirt trucks from mining at Maitri Road to new Campbell interchange and Temescal Canyon Road would for the El Sobrante Landfill can qualify for industrial funding. Thousands of truck trips per week out of these businesses and more as the economy booms.

Thank you.

[REDACTED]

**Comments Received During I-15 ELPSE Scoping Period  
October 21, 2019 - November 22, 2019 - At Caltrans Project  
Comment Email [15expsouth@dot.ca.gov](mailto:15expsouth@dot.ca.gov)**

- Emailed comments from individuals, representatives of organizations in the project area, and agencies



**Degroot, Diana@DOT**

---

**From:** [REDACTED]  
**Sent:** Thursday, October 17, 2019 11:41 AM  
**To:** 15expsouth@DOT  
**Subject:** I-15 Expansion

As a 2 time per week commuter into LA, I am for the expansion of the I-15 in both directions. I have been making this commute for almost 20 years and have lessened my work days due to the increasing commute time. With the increase in new home building along the I-15, the congestion will become greater.

Even on the weekends, the time spent on the I-15 is much longer than even last year.

Thank you,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from my Verizon, Samsung Galaxy smartphone

**Degroot, Diana@DOT**

---

**From:** [REDACTED]  
**Sent:** Saturday, October 19, 2019 12:01 PM  
**To:** 15expsouth@DOT  
**Subject:** Opposition to Toll Extension

Please stop any further spending on toll lanes. These toll projects do nothing to reduce traffic and only serve as a regressive tax. Those who can least afford to live in OC and LA commute along these lines and will be left in the slow lane by these projects. The expansion of the 15 should be the number one regional priority, but not funded through tolls. How about using some of the state's astronomical gas tax money for funding? We pay the near the highest gas taxes in the nation and now they're held hostage by the governor. Widen the 15, without these silly tolls.

[REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** FW:

**Date:** Monday, October 21, 2019 at 5:11:03 PM Pacific Daylight Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** Stephanie Blanco, Cdonahue@rctc.org, Robert Chevez, Elle Carlos

---

**From:** [REDACTED]

**Sent:** Monday, October 21, 2019 3:21 PM

**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>

**Subject:**

Thank you for letting me express my views , The 2 lane express way in both direction on the 15 north and 15 south in corona makes me so mad. We as tax payers should not let you use the general funds account to build an express way. The state collects money from gas and the D.M.V., as a matter of fact we voted to increase gas taxes to help pay for these projects. They should be free to use. If you want to build an express way, build it on the basin of Cleveland national forest away from the 15 freeway and the most important fact they should fund this through private investment if you want to build an express way. At some point we the people will sue because, The lanes that you are turning into express way should be for general use if your using general funds .

**Subject:** FW: I-15 Express Lanes Southern Extension Public Noce  
**Date:** Monday, October 21, 2019 at 5:08:46 PM Pacific Daylight Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Cdonahue@rctc.org, Robert Chevez, Elle Carlos  
**Attachments:** image001.jpg

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**From:** Rull, Paul <PRull@RIVCO.ORG>  
**Sent:** Monday, October 21, 2019 3:03 PM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Subject:** I-15 Express Lanes Southern Extension Public Noce

Hi,

Thank you for transmitting the above reference project to ALUC for review. Please note that the segment of the 15 freeway that is outlined in this project is not located within an airport influence area, and therefore ALUC has no comments at this time.

If you have any quesons, please feel free to contact me.

**Paul Rull**  
ALUC Principal Planner



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[County of Riverside California](#)

## Degroot, Diana@DOT

---

**From:** james=celtis.com@rctc.org on behalf of Riverside County Transportation Commission  
<james@celtis.com>  
**Sent:** Thursday, November 14, 2019 6:58 PM  
**To:** 15expsouth@DOT  
**Subject:** I-15 Express Lanes Project Southern Extension - Comment

First  
Name: [REDACTED]

Last  
Name: [REDACTED]

Email: [REDACTED]

Zip: [REDACTED]

Message\*: I don't see the need for 2 toll lanes in each direction. Why not make one regular lane and one toll lane. In California we pay a lot of money in taxes, including the highest gas tax in the nation, and down here a lot of us have to pay a melarose tax to accommodate for the growing area. All that money should go into expanding roadways for the increased population, and we shouldn't be forced to pay even more (toll) to utilize our roadways and commute to and from work.



**Subject:** FW: Interstate 15 Express Lanes Southern Extension

**Date:** Monday, November 18, 2019 at 1:10:18 PM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** 'Stephanie Blanco', 'Cdonahue@rctc.org', Robert Chevez, Elle Carlos

-----Original Message-----

From: [REDACTED]

Sent: Friday, November 15, 2019 2:37 PM

To: 15expsouth@DOT <[15expsouth@dot.ca.gov](mailto:15expsouth@dot.ca.gov)>

Subject: Interstate 15 Express Lanes Southern Extension

Comments regarding the above subject.

While I understand the need for the extension of the express lanes and your open house was very informative, I'm concerned that there has been no plan to alleviate the extra traffic once it exits the freeway. First, there should be a freeway entrance/exit between the existing Weirick and Temescal Canyon Rd. Morning traffic at Weirick is horrific. Adding more cars to the area will make matters even worse. Secondly, underpasses throughout this project need to be expanded to include an additional lane in each direction to accommodate the forecasted increase in traffic.

Thank you

**Subject:** FW: 15fwy Toll Lane Southern Expansion

**Date:** Monday, November 18, 2019 at 1:10:09 PM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** 'Stephanie Blanco', 'Cdonahue@rctc.org', Robert Chevez, Elle Carlos

**From:** [REDACTED]

**Sent:** Friday, November 15, 2019 12:18 PM

**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>

**Subject:** 15fwy Toll Lane Southern Expansion

1.) The location of ingress and egress points should be designed to the create lowest impact to local Temescal Valley traffic, and impacts to local traffic needs to be identified. 2.) The interchanges/underpasses at Weirick and Temescal Canyon Roads need to be widen and improved as part of the project. 3.) The originally planned outside auxiliary lanes need to be studied and reincorporated into the EIR, 4.) Cumulative impacts of pending future development needs to be included as part of the traffic studies.

Sincerely,

[REDACTED]

**Subject:** FW: Comments on the Interstate 15 Express Lanes Project Southern Extension  
**Date:** Wednesday, November 20, 2019 at 9:34:35 AM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** 'Stephanie Blanco', Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

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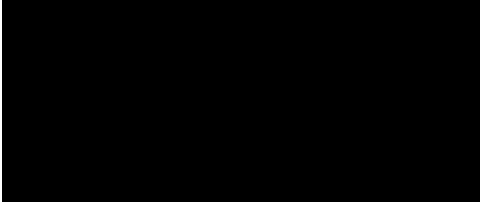
**From:** [REDACTED]  
**Sent:** Wednesday, November 20, 2019 9:31 AM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Cc:** [REDACTED]  
**Subject:** Comments on the Interstate 15 Express Lanes Project Southern Extension

### **Interstate 15 Express Lanes Project Southern Extension**

1. Pay attention to the “lessons learned” from the 91 project. Don’t make the same mistakes again, and don’t make things worse than they already are.
2. Avoid lane reduction “choke points” like the 91/ Ontario Avenue/I-15 area to Cajalco.
3. We need “auxiliary outside lanes” because we have high-volume, large truck traffic from our various mines and the Waste Management facility. These businesses need to be taken into consideration. Please reach out for “grant” money to fund these auxiliary lanes.
4. A new freeway on/off ramp should be constructed at Campbell Ranch Road and Temescal Canyon Road to make the high-volume, large truck traffic from the mines more manageable.
5. Temescal Canyon Road is our only alternative to the I-15. Don’t make local streets worse than they already are.
6. A study should be made of the Escondido and San Diego areas to see what they’ve done with their freeways.
7. There is a lack of road capacity under the existing freeway bridges at both the Weirick Road and Temescal Canyon Road locations; both intersections need to be upgraded.
8. When doing the EIR traffic study, make sure the “cumulative effect” of all current and proposed business, industrial, and residential projects are taken into consideration (Serrano business project, Lake Street Castle & Cook project, etc.).
9. Request placement of “noise barriers” in front of Glen Eden Sun Club because of the addition of the four (4) express lanes.

Thank you,

[REDACTED]



**Subject:** FW: No more express lanes

**Date:** Wednesday, November 20, 2019 at 9:26:11 AM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** 'Stephanie Blanco', Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

-----Original Message-----

From: [REDACTED]  
Sent: Wednesday, November 20, 2019 7:41 AM  
To: 15expsouth@DOT <[15expsouth@dot.ca.gov](mailto:15expsouth@dot.ca.gov)>  
Subject: No more express lanes

Good morning,

I am writing to express my discontent with the express lanes proposal. We do not want them extending to lake elsinore, this is a tax funded highway and any new lanes to accommodate traffic should be available to us taxpayers without paying a toll. This should be illegal , money is being spent and private companies are pocketing our money that could be be^er spent in our home towns. Also the excuse about going green and having less emissions would be^er be solved if everyone could get to and from work in less time rather than idling for 2 hours. Only a few people out of the community will be using the toll so it won't solve anything, people cannot afford an additional \$40 a day on top of gas and car maintenance just to get to work to pay to live here.

Thank you for your time  
[REDACTED]

Sent from my iPhone

**Subject:** FW: Expressway comments

**Date:** Wednesday, November 20, 2019 at 9:25:44 AM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** 'Stephanie Blanco', Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

**From:** [REDACTED]

**Sent:** Wednesday, November 20, 2019 2:24 AM

**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>

**Subject:** Expressway comments

Just waiting to share that I think Expressway all the way coming down to Lake Elsinore is great plan. In fact, I would suggest coming all the way down to Temecula as well.



- sent from my phone

**Subject:** FW: Extension of I-15 Express Lanes to Lake Elsinore  
**Date:** Thursday, November 21, 2019 at 9:33:12 AM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

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**From:** [REDACTED]  
**Sent:** Thursday, November 21, 2019 7:54 AM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Subject:** Extension of I-15 Express Lanes to Lake Elsinore

I wished to voice my strong opposition to the proposed extension of I-15 Express Lanes to Lake Elsinore. Extending Express Lanes would do absolutely nothing to alleviate the traffic congestion issues on the I-15 corridor. Only adding additional general purpose traffic lanes would provide benefit.

This is a gross misappropriation of general funds to serve private interests.

[REDACTED]  
[REDACTED]  
[REDACTED]

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Dear Shawn Oriaz,

This email is written in response to the California Department of Transportation's (Caltrans) Notice of Preparation of Draft Environmental Impact Report (DEIR) for the Interstate 15 Express Lanes Southern Extension Project (Project). Caltrans, in corporation with Riverside County Transportation Commission (RCTC) proposes to extend the I-15 Express Lanes an additional 14.5 miles. The new segment would extend from State Route 74 (Central Ave) in Lake Elsinore, north through the unincorporated Riverside County community of Temescal Valley, to Cajalco Rd. in Corona. The project proposes to increase capacity by adding two tolled express lanes in both directions within the I-15 median.

The Riverside County Flood Control and Water Conservation District (District) has reviewed the NOP and has the following comments:

- The proposed project will likely impact an existing open concrete channel (Brown Canyon Wash). Any work that involves District rights-of-way, easement, or facilities will require an encroachment permit from the District. Therefore, the District will likely be a CEQA responsible agency and should be named as such in the environmental document to facilitate the encroachment permit process. Additionally, any potential impacts to District facilities should be considered in the DEIR. To obtain further information on encroachment permits or existing facilities, contact Albert Martinez of the Encroachment Permit Section at 951.955.8885.
- The District is a permittee to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). For purposes of procuring an encroachment permit or other District approval, the project proponent will need to demonstrate that all project related activities within the District right-of-way/easement is consistent with the MSHCP. To accomplish this, the CEQA document should include a MSHCP consistency report with all of its supporting documents and provide mitigation, as needed, in accordance with all applicable MSHCP requirements. The MSHCP consistency report should address Sections 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.3.7, 7.5.3 and Appendix C of the MSHCP.

Thank you for the opportunity to review the NOP. Please forward any subsequent environmental documents regarding the project to my attention at this office. Any questions concerning this email may be referred to Gene Jennings at 951.955.8377 ([ecjennin@rivco.org](mailto:ecjennin@rivco.org)) or me at 951.955.1526 ([kcunning@rivco.org](mailto:kcunning@rivco.org)).



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*Please note my email has changed to [kcunning@rivco.org](mailto:kcunning@rivco.org)*

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**Subject:** FW: additional comments - Interstate 15 Express Lanes Project, Southern Extension  
**Date:** Friday, November 22, 2019 at 9:07:54 AM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

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**From:** [REDACTED]  
**Sent:** Thursday, November 21, 2019 10:02 PM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Subject:** additional comments - Interstate 15 Express Lanes Project, Southern Extension

I already submitted some comments several days ago, but wanted to make sure the following is included:

"Study the benefit of building sound barriers along the proposed extension corridor to mitigate noise as well as headlight glare from increased traffic. Specifically, drivers turning left off Glen Eden Road onto De Palma Road already are subject to intense headlight glare from southbound traffic, creating a safety hazard that will worsen with the addition of two more lanes."

Thank you,

[REDACTED]

**Subject:** FW: Widen Roads in Temescal Valley  
**Date:** Friday, November 22, 2019 at 9:07:06 AM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

-----Original Message-----

From: [REDACTED]  
Sent: Thursday, November 21, 2019 7:30 PM  
To: 15expsouth@DOT <[15expsouth@dot.ca.gov](mailto:15expsouth@dot.ca.gov)>  
Subject: Widen Roads in Temescal Valley

With the expansion of the Toll lanes through Corona on the 15 freeway, we feel it is imperative that Temescal Road and Weirick Road be widened to keep up with the added flow of the new lanes.

Thank you,

[REDACTED]

Sent from my iPhone

**Subject:** FW: TCR interchange & bridge underpass  
**Date:** Friday, November 22, 2019 at 9:05:51 AM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

---

**From:** [REDACTED]  
**Sent:** Thursday, November 21, 2019 7:06 PM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Cc:** KJeffries@RIVCO.ORG; [REDACTED]  
**Subject:** RE: TCR interchange & bridge underpass

To Whom It May Concern:

On behalf of Tom's Farms, I would like to thank you for the opportunity to comment on the proposed project at Temescal Canyon Road interchange and bridge underpass. Tom's Farms started with a 3,500 square foot produce stand in 1974, since then we have added three restaurants, two retail stores and an outdoor amusement area with total over 80,000 square feet to the property but Temescal Canyon Road remain relatively the same. Tom's Farms brings in more than 200,000 visitors/tourists every year, we see this figure trending upward continuously. Recently, we brought in 15,000 guests to enjoy our weekend aged dark Halloween Event in the month of October and we are expecting 20,000 guests to participate on the Holiday train light show in December. [REDACTED] decided to update all the existing structures and planning to add five more structures to expand our business. We are renovating the Bar and Grill restaurant and planning an update to the Furniture store next with County official. The additional structures I mentioned earlier will include a Kids Barn (indoor playground), a 10,000 square feet of Event Center (multi-purpose), new Coffee/Bakery Shop, Hotel, Senior Assisted Living Center and expansion of our outdoor Amusement Center. We want to create a Family Fun Place for all ages to unwind, have Fun and make their own special memory (wedding). I ask your consideration to update/expand Temescal Canyon Road to accommodate the increase traffic from our business and all the newly developed resident communities. Thank you taking the time to read this email, should you have any question feel free to contact me.

Best regards,  
[REDACTED]

[REDACTED]



**Subject:** FW: I15 congeson

**Date:** Friday, November 22, 2019 at 9:04:57 AM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expSouth@DOT

**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

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**From:** [REDACTED]

**Sent:** Thursday, November 21, 2019 6:19 PM

**To:** 15expSouth@DOT <15expSouth@dot.ca.gov>

**Subject:** I15 congeson

Please accept this complaint for the planned more residential properties and businesses that are tying up the already extremely congested I15 freeway. Our quality of life in Trilogy has diminished due to this helter skelter planning. Cracked car windows due to the plethora of trucks and the air quality snk s.... Do your job for the community.

Thank you.

[REDACTED]

Sent from [Mail](#) for Windows 10

**Subject:** FW: 15 Freeway widening

**Date:** Friday, November 22, 2019 at 9:04:16 AM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

-----Original Message-----

From: [REDACTED]

Sent: Thursday, November 21, 2019 5:44 PM

To: 15expsouth@DOT <[15expsouth@dot.ca.gov](mailto:15expsouth@dot.ca.gov)>

Subject: 15 Freeway widening

The traffic at 15 S Fwy all the way to Indian Truck Trail is really horrible now with all the new homes and Apts added.  
It needs to be widening ASAP.

Sent from my iPad

**Subject:** FW: Temescal Canyon & Weirick Road Interchanges Concerns  
**Date:** Friday, November 22, 2019 at 9:03:47 AM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

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**From:** [REDACTED]  
**Sent:** Thursday, November 21, 2019 5:34 PM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Subject:** Temescal Canyon & Weirick Road Interchanges Concerns

Dear RCTC,

I am a resident of Temescal Valley and I am desperately asking that the outdated Temescal Canyon Road and Weirick Road interchanges and bridge underpasses be widened to accommodate the increase in vehicular traffic the Express Lanes will add to the interchanges of Temescal Canyon Road and Weirick Road. Knabe Road and Temescal Canyon surface streets are already greatly impacted and the Express Lanes are not even created yet.

I beg you to please consider widening the interchanges and bridge underpasses.

Thank you for your attention to this request.

Kind Regards,

[REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** FW: Interstate 15 Express Lanes Project Southern Extension  
**Date:** Thursday, November 21, 2019 at 4:15:29 PM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

**From:** [REDACTED]  
**Sent:** Thursday, November 21, 2019 4:14 PM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Subject:** Interstate 15 Express Lanes Project Southern Extension

To: Shawn Oriaz, Senior Environmental Planner, CA Dept. of Transportation, District 8 – Environmental Studies “C”

Re:Interstate 15 Express Lanes Project Southern Extension

Dear Shawn Oriaz,

I am a Temescal Valley resident living in the community of Butterfield Estates. Thank you for considering my comments below regarding the Interstate 15 Express Lanes Southern Extension.

1) Concurrent with construction, Temescal Canyon Road and Weirick Road interchanges should be upgraded to allow greater ease of access and flow of traffic. Additional consideration should be given to constructing an interchange at Campbell Ranch Road. Such an interchange would 1) help relieve some of the traffic congestion caused by trucks entering and exiting the freeway on their way to or leaving the mines at Maitri Road, and 2) reduce wear on tear of Temescal Canyon Road from such truck use. Even an incomplete or partial interchange providing only an onramp to the freeway would be very helpful. Please reach out to other agencies to partner with and for assistance with additional funding.

2) A main objective in improving Interstate 15 should be to improve traffic flow throughout the county. The project must NOT result in increased in traffic congestion on our surface streets here in Temescal Valley.

3) Ingresses and egresses to the toll lanes should be VERY carefully thought out so as to not adversely affect surface street circulation here in Temescal Valley.

4) Sound barriers should be added along the freeway in Temescal Valley so as to reduce traffic noise to residents.

Sincerely,

[REDACTED]

[REDACTED]

**Subject:** FW: Interstate 15 Express Lane Project Southern Extension  
**Date:** Thursday, November 21, 2019 at 4:04:34 PM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

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**From:** [REDACTED]  
**Sent:** Thursday, November 21, 2019 2:36 PM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Cc:** [REDACTED]  
**Subject:** Interstate 15 Express Lane Project Southern Extension

Dear Riverside County Transportation Commissioners:

We would like you to consider the following in the development of the Interstate 15 Southern Extension Project:

1. The locations of the ingress and egress points need to be designed to create the least impact to local Temescal Valley traffic. Impacts to local traffic needs to be identified.
2. The interchanges/underpasses at Weirick and Temescal Canyon Road need to be widened and improved as part of the project.
3. The originally planned outside auxiliary lanes need to be studied and reincorporated into the Environmental Impact Review.
4. Cumulative impacts of pending future development need to be included as part of the traffic studies.

Thank you for your consideration of our comments,

[REDACTED]

**Subject:** FW: I-15 Express project

**Date:** Thursday, November 21, 2019 at 4:03:38 PM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

**Priority:** High

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**From:** [REDACTED]

**Sent:** Thursday, November 21, 2019 2:57 PM

**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>

**Subject:** I-15 Express project

**Importance:** High

The Temescal Canyon Road and Weirick Road interchanges and bridge underpasses must be widened – The I-15 Express project is going to jam everything up for my neighborhood if we don't do this.

Thank you!

[REDACTED]

**Subject:** FW: Widen Temescal and Weirick interchanges  
**Date:** Thursday, November 21, 2019 at 1:01:35 PM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

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**From:** [REDACTED]  
**Sent:** Thursday, November 21, 2019 12:58 PM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Subject:** Widen Temescal and Weirick interchanges

Hello,  
I am a resident of 18 years and there is a great need for improvements to our interchanges.  
PLEASE take this in to consideration  
Temescal Canyon Road and Weirick Road interchanges and bridge underpasses must be widened to  
accommodate the increase in vehicular traffic the Express Lanes.  
Respectfully

[REDACTED]  
[REDACTED]  
[REDACTED]

## **FW: Interstate 15 Express Lanes Project**

Degroot, Diana@DOT <Diana.DeGroot@dot.ca.gov>  
on behalf of  
15expsouth@DOT <15expsouth@dot.ca.gov>

Thu 11/21/2019 12:55 PM

**To:** Stephanie Blanco <SBlanco@RCTC.org>; Elle Carlos <ecarlos@westboundcommunications.com>; Robert Chevez <RChevez@westboundcommunications.com>; 'Cdonahue@rctc.org' <Cdonahue@rctc.org>

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**From:** Stephanie Gonzalez <steph131497@yahoo.com>

**Sent:** Thursday, November 21, 2019 11:58 AM

**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>

**Subject:** Interstate 15 Express Lanes Project



# THE RETREAT COMMUNITY ASSOCIATION

November 18, 2019

Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, Ca 92501

**RE: Interstate 15 Express Lanes Project Southern Extension Public Scoping Comments**

Dear Riverside County Transportation Commissions:

Thank you for seeking community comments on the interstate 15 Express Lanes Southern Extension project which will have a significant impact on the Retreat Community, as well as, future residential, commercial and industrial developments. The Retreat is located at the interstate 15 and Weirick interchange.

We support the initial concept of the I-15 Express Lanes Southern Extension Project that the community believes is long overdue.

Our takeaway from the November 11, 2019 scoping meeting, is there are 4 critical items Temescal Valley is asking for:

1. The location of ingress and egress points need to be designed to create lowest impact to local TV traffic, and impacts to local traffic needs to be identified.
2. The interchanges/underpasses at Weirick and Temescal canyon Road need to be widen and improved as part of the project.
3. The originally planned outside auxiliary lanes need to be studied and reincorporated into the EIR.
4. Cumulative impacts of pending future development needs to be included as part of the traffic studies.

The Retreat Community association would like to be included on the distribution list receiving project updates as it moves through the development process. Please provide project updates to the Association contact, [zfeenstra@powerstonepm.com](mailto:zfeenstra@powerstonepm.com). In addition, the Retreat Association would like to invite the I-15 Express Lanes Southern Extension project team to participate in one of our Association Board Meetings with project information. Please contact Zana Feenstra at Powerstone Property Management above to request date and time information for an upcoming Board Meeting.

Respectfully Submitted,

Members of The Retreat Community Association  
c/o Powerstone Property Management  
9060 Irvine Center Drive  
Irvine, CA 92618

**Subject:** FW: Scoping comments—Interstate 15 Express Lanes Southern Extension project  
**Date:** Thursday, November 21, 2019 at 9:33:34 AM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

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**From:** [REDACTED]  
**Sent:** Thursday, November 21, 2019 8:55 AM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Subject:** Scoping comments—Interstate 15 Express Lanes Southern Extension project

To: Shawn Oriaz  
California Department of Transportation  
District 8 — Environmental Studies

Please see the following comments responding to the scoping process for the upcoming environmental analysis of the Interstate 15 Express Lanes Southern Extension project on behalf of the Glen Eden Corporation:

The Glen Eden Corporation, owner and operator of Glen Eden Sun Club, a 55-year-old resort and 288-space recreational vehicle community off Interstate 15 near Indian Truck Trail and De Palma Road, respectfully submit the following requests for emphasis during the environmental review process for expansion of Interstate 15 via the addition of two toll lanes in each direction from Cajalco Road to Ortega Highway (State 74).

Glen Eden supports the concept of additional capacity on Interstate 15 through added lanes in either direction. While traffic southbound on Interstate 15 has always been impacted at the Riverside (91) Freeway interchange, our members and guests have experienced intensive and more localized traffic increases in recent years, particularly northbound on Interstate 15 (because southbound already was terrible). This happened despite promises that the project to rebuild the 15 and 91 freeway interchanges, add toll lanes and reconstruct the Cajalco Road overcrossing and ramps would reduce congestion. Instead, it led to the significant degradation of traffic because of an increased number of vehicles piling up in choke points.

Glen Eden supports the concept of connecting additional express or toll lanes in the freeway median as the manner to increase capacity as long as traffic studies closely examine the expected impact on local streets and roads. We know from long experience that drivers attempt to bypass the cost of toll lanes and resulting gridlock on general-purpose lanes by driving through local streets, particularly with traffic apps in use such as Waze. We also respectfully request that the Riverside County Transportation Commission acknowledge the financial impact of using tax dollars to build pay-only lanes that have a cascading effect on driver behavior to avoid paying tolls by impacting local neighborhood streets.

We join with our neighbors in the Temescal Valley to request the following:

- 1) Locate Interstate 15 Express Lane ingress and egress points at Temescal Canyon Road, Indian Truck Trail, Lake Street and Central Avenue.

- 2) Expand these interchanges and bridges to accommodate higher traffic volume due to access points for the Express Lanes and additional volume anticipated from future residential, commercial and industrial development projects in this corridor.
- 3) Avoid lane reduction “choke points” along the length of the Southern Extension by adding auxiliary lanes to ease the flow of traffic.
- 4) Study improvements, expansion and mitigation for Temescal Canyon Road, which serves as the main arterial alternative to Interstate 15 and currently is overloaded with overflow freeway traffic.
- 5) Study and propose mitigations for the cumulative impact of all current and proposed business, residential and industrial projects in the Interstate 15 Express Lanes Southern Extension project area.
- 6) Study the benefit of building sound barriers along the proposed extension corridor to mitigate noise as well as headlight glare from increased traffic. Specifically, drivers turning left off Glen Eden Road onto De Palma Road already are subject to intense headlight glare from southbound traffic, creating a safety hazard that will worsen with the addition of two more lanes.

Thank you for your consideration during this scoping process and the opportunity for further review and comment during the environmental analysis period.

[REDACTED]

[REDACTED]

**Subject:** FW: I-15 Project Comments ...

**Date:** Tuesday, November 26, 2019 at 9:19:35 AM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

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**From:** [REDACTED]

**Sent:** Friday, November 22, 2019 5:30 PM

**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>

**Subject:** I-15 Project Comments ...

## **Regarding the I-15 Express Lanes Southern Extension:**

### **IN TEMESCAL VALLEY**

With only one north-south surface street (Temescal Canyon Road), it is imperative the location of ingress and egress points should be designed to create the lowest impact to local surface-street traffic.

- Currently, during morning commute hours, an accident on the I-15 will back up traffic on Knabe Road for about one mile. The Wierick Road/Dos Lagos Drive interchange and bridge underpass must be widened.
- Likewise, the interchange and bridge underpass at Temescal Canyon Road must be widened. This is the primary interchange for all semi-truck traffic in Temescal Valley. El Sobrante Landfill is mandated to use only this interchange for refuse haulers going to and from the landfill. The mining and asphalt operations put hundreds of semi-trucks on this interchange daily. Additionally, this is the interchange used by tourist attractions Tom's Farms and Glen Ivy Hot Springs, whether for private vehicles visiting the attractions or tour buses. Both have plans for expansion – most notably Glen Ivy Hot Springs with plans before the county now to turn the spa into a world-class resort. Additionally, county planners are now reviewing a 61-acre industrial/warehouse project proposed for Temescal Canyon Road just north of the I-15. Trucks generated by this project also will use the Temescal Canyon Road interchange.
- Would now be a good time to re-assess the possibility of constructing a new interchange at Campbell Ranch Road, between the Temescal Canyon Road and Indian Truck Trail interchanges, as outlined on Page 38 of Riverside County's Temescal Canyon Area Plan element of the General Plan? A new interchange could relieve the semi-truck congestion at the Temescal Canyon Road interchange and also on Temescal Canyon Road if all vehicles from the mining and asphalt operations were mandated to use it.

### **IN LAKE ELSINORE**

- In June 2016, The Lake Elsinore City Council approved a Specific Plan that would allow developer Castle & Cooke to build an 8,000-home development at the city's northern boundary, along Lake Street and Temescal Canyon Road. When construction begins, the first phase of the project calls for a massive widening of Lake Street and the Lake Street interchange. Please take this project into consideration when planning ingress and egress points for the Express Lanes.

- The Riverside County Transportation Department is conducting studies for the Ethanac Expressway Project, which would connect the cities of Hemet, San Jacinto, Menifee, Perris and Lake Elsinore and the unincorporated communities of Winchester, Homeland, Romoland, Good Hope, Meadowbrook and Warm Springs. The Expressway would be accessed from the Nichols Road interchange. Please take this project into consideration when planning ingress and egress points for the Express Lanes.

**Thank you for consideration of my requests ...**



**Subject:** FW: Feedback re i-15 express lane project  
**Date:** Tuesday, November 26, 2019 at 9:19:46 AM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

**From:** [REDACTED]  
**Sent:** Friday, November 22, 2019 8:48 PM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Subject:** Feedback re i-15 express lane project

I am a resident of Temescal Valley/South Corona. Traffic in our area is terrible due in part to the construction going on during the day.

A quick drive takes longer than expected. This project should be more carefully planned to be less disruptive to the neighborhoods in this area. Keep our long commutes in mind.

**Subject:** FW: Express lane I15

**Date:** Tuesday, November 26, 2019 at 9:19:55 AM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

**From:** [REDACTED]

**Sent:** Friday, November 22, 2019 8:53 PM

**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>

**Subject:** Express lane I15

Good Evening,

I am writing to discuss the I15 express lane project. It is currently adding to the slow down of traffic. Some of us have long commutes in the mornings, we have to take our kids to school, etc. Please find a less disruptive way to complete your project.

Thank you

**Subject:** FW: 15 Freeway Toll Lanes South Comments  
**Date:** Tuesday, November 26, 2019 at 9:19:23 AM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

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**From:** [REDACTED]  
**Sent:** Friday, November 22, 2019 4:47 PM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Subject:** 15 Freeway Toll Lanes South Comments

To Whom It May Concern:

After viewing the online scoping material, I have serious concerns about the impact on surface traffic through Temescal Valley – sandwiched between the cities of Corona and Lake Elsinore – once the project breaks ground. Unlike other areas that have recently opened toll lanes, Temescal Valley lacks the infrastructure of multiple main artery surface streets to move traffic to its ultimate destination. For example, Temescal Canyon Road (which in many places is a two-lane road) is the only main north-south running road in the valley. There is no other artery for moving non-freeway traffic through the valley. We do not have east-west roads other than what feeds directly off of Temescal Canyon Road towards the freeways. As it stands now, parts of our area are landlocked with morning and evening travel... in the event of an accident or other major incident (like poppies), we are 100% landlocked.

Additionally the underpasses in the area – specifically Weirck and Temescal Canyon Road – are in desperate need of expansion and update. They cannot handle the current traffic, let alone an influx of people looking to avoid toll lanes and shift through the valley using our very limited pool of side streets. Indian Truck Trail was upgraded a few years ago but still is crippled in the event of a backup in the area.

Adding in the amount of commercial businesses in the area and those that are slated for the area including the Serrano Project Center, the ice cream distribution center off of Weirck, the potential change of Renaissance Ranch at the bottom of Horsethief Canyon, and a purported noodle factory, overlooking this area will bring our small valley to a standstill.

Thank you for your time,

[REDACTED]

[REDACTED]

[REDACTED]

**Subject:** FW: Comments to 15 Fastrak Expansion Project  
**Date:** Friday, November 22, 2019 at 2:55:13 PM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

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**From:** [REDACTED]  
**Sent:** Friday, November 22, 2019 1:41 PM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Subject:** Comments to 15 Fastrak Expansion Project

Temescal Valley is unique from most other areas in Riverside County in that we are largely reliant on either the 15 freeway or our *one* main North/South artery that parallels the freeway, Temescal Canyon Road (TCR) to move within the area and leave the area. The 15 and TCR are interlinked at all freeway ramp locations so impacting one largely impacts the other. Unfortunately, due to the bottleneck leaving the valley to the North (and approaching from South Corona) our local roads are already over-burdened. A recent report highlights that Temescal Valley is one of the top five hardest to exit communities in the State, and the worst in Riverside County:

[http://www.kqed.org/science/1946668/data-pinpoints-14-california-communities-with-most-limited-emergency-escape-routes?clid=IwAR1Y\\_jhPVLZN8HGA-SjpsQQAKr3JtR2ppID-hYGr3eFb4yViZp1sN\\_a9fiU](http://www.kqed.org/science/1946668/data-pinpoints-14-california-communities-with-most-limited-emergency-escape-routes?clid=IwAR1Y_jhPVLZN8HGA-SjpsQQAKr3JtR2ppID-hYGr3eFb4yViZp1sN_a9fiU)

The bottleneck at Southern Corona/Northern Temescal Valley (El Cerrito/Foothill, Cajalco, Weirick freeway ramp areas and nearby local roads) has gotten exponentially worse over the last five years and is anticipated to get worse even after the current 15 freeway work has been completed. There is just no flowing artery in or out of Temescal Valley. Unfortunately, north of the Valley is where our jobs are, our high schools, our emergency medical services, etc. We would really appreciate your assistance in this area, regardless of whether or not additional fastrak lanes to the south are approved. These bottleneck improvements are necessary to handle anticipated growth in this still developing area, especially as it is one of the front lines of County growth from Orange and Los Angeles counties.

To date, there has been little opportunity for noticeable coordination between CalTrans, the County, and the City of Corona for systemic improvements to these bottleneck areas, and the bottleneck areas seemingly have not been included in some of the nearby development Traffic Studies. Please include all roads within a mile parallel of the 15 freeway, especially known bottleneck areas:

Temescal Canyon Road south of El Cerrito – maybe the worst bottleneck in the State where three main arteries converge to one lane each way next to the freeway. TCR needs to be widened there, preferably to three lanes each way on the ¼ mile span that is one lane each way.

Weirick on ramp area – at a wide range of morning commute hours, the onramp queue from the west backs up past the underpass all the way south of Weirick/Knabe. Commuters and parents taking their kids to school making a right on Weirick often literally set road-blocks not allowing those from other areas to go even when they have green lights. It is a dangerous situation as tempers arise. The County has tried several striping, signage, and light changes but it has not improved significantly, and we were recently told at our MAC that they've exhausted

options. One possible improvement would be to extend the Weirick north on-ramp all the way to the Cajalco off ramp (and Cajalco south on-ramp to Weirick). Please consider that and other options to improve Weirick queuing, such as not allowing left turns or Uturns on TCR at Weirick at morning commute hours.

Adding additional freeway lanes to the south of the bottleneck, without first improving the Temescal Valley/Southern Corona bottleneck, seemingly in effect would be widening the hose to the narrow local road spigot, which would exacerbate the already overloaded area. I understand that some believe that just having additional lanes may keep more people on the freeway, but with travel apps and the ability to see Temescal Canyon Road from the freeway, the roads and freeway there are intertwined. Issues on one always impacts the other, often grid-locking both.

Traffic studies also need to account for the accumulated impact of approved large Serrano and Toscana Village developments. This is a growing area and will likely be built out over time.

If the Fastrak lanes do move forward we would need the entry/exit of Cajalco to remain and at least one entry/exit point added inside Temescal Valley. This cannot be just a Temescal Valley bypass project. Temescal Canyon Road and Indian Truck trail seem like the best candidates. I also believe you need to widen the Weirick and Temescal Canyon Road freeway bridges and underpasses to provide better queuing capability and needed sidewalks.

Thank you for your consideration and assistance!

[REDACTED]

Sent from [Mail](#) for Windows 10

**Subject:** FW: I-15 Express Lanes

**Date:** Friday, November 22, 2019 at 11:18:08 AM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

**From:** [REDACTED]

**Sent:** Friday, November 22, 2019 11:11 AM

**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>

**Subject:** I-15 Express Lanes

Many of us in Temescal Valley feel that first and foremost this project should have no negative impact on our local interchanges and surface streets – in particular, Temescal Canyon and Knabe roads.

We are asking that the outdated Temescal Canyon Road and Weirick Road interchanges and bridge underpasses be widened to accommodate the increase in vehicular traffic the Express Lanes will add to the interchanges.

Thank you!

[REDACTED]

[REDACTED]

**Subject:** FW: I-15 Project

**Date:** Friday, November 22, 2019 at 11:17:23 AM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

-----Original Message-----

From: [REDACTED]

Sent: Friday, November 22, 2019 11:08 AM

To: 15expsouth@DOT <[15expsouth@dot.ca.gov](mailto:15expsouth@dot.ca.gov)>

Cc: [KJeffries@RIVCO.ORG](mailto:KJeffries@RIVCO.ORG); Bob Magee <[rmagee@rcbos.org](mailto:rmagee@rcbos.org)>

Subject: I-15 Project

RCTC,

Directly related to the 15 Fwy. Project, I am writing this email to express the extreme importance in the improvement of the Temescal Canyon Rd. Interchange as well as the widening of the underpass at the interchange. With the extension of the 15 Fwy improvements in conjunction with incoming projects that will add substantial traffic to the immediate area (ie. GOCO at Glen Ivy Hot Springs, Tom's Farms expansion, Olive Branch Church with new school, etc.), the Temescal Valley businesses and residents are about to see the #1 problem in the Valley (Traffic) about to get substantially worse. Interchange improvements at Temescal Canyon Rd. would go a long way in helping traffic flow and reduced congestion as well as improve safety for pedestrians.

Additionally , I think it would also be prudent for RCTC to fast track the current funding and review of the El Toro Ethanac Expressway as a critical East/West arterial corridor through the region. I have been involved with these efforts with all stakeholders since inception appx 6 years ago including constant feedback with Michael Baker Co. who is handling initial study analysis.

Please reach out with any questions. We stand ready to support RCTC in moving these two critically important projects forward.

Sincerely,

[REDACTED]

Sent from my iPhone

**Subject:** FW: I-15 Express Lanes Expansion project through the Temescal Valley corridor.  
**Date:** Friday, November 22, 2019 at 10:46:36 AM Pacific Standard Time  
**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT  
**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

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**From:** [REDACTED]  
**Sent:** Friday, November 22, 2019 10:17 AM  
**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>  
**Cc:** KJeffries@RIVCO.ORG; [REDACTED]  
**Subject:** I-15 Express Lanes Expansion project through the Temescal Valley corridor.

Dear RCTC,

The El Sobrante Landfill is writing in support of the Temescal Valley residents who are asking that the Temescal Canyon Road interchange and bridge underpass be widened to accommodate the increase in vehicular traffic the Express Lanes will add to the interchange.

As one of the organizations that is required to use the Temescal Canyon Road interchange to reduce congestion on local surface streets, we understand how beneficial upgrading the infrastructure will be to the community.

We are pleased to support the Temescal Valley residents and their efforts to meet community needs through their collaboration. We believe it will have a meaningful and sustainable impact on the community.

Respectfully,

[REDACTED]

**Waste Management**

10910 Dawson Canyon Rd.  
Corona, CA 92883  
Tel (951) 277-5112  
Cell (951) 382-2175

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**Recycling is a good thing. Please recycle any printed emails.**

**Subject:** FW: The Temescal Canyon Road and Weirick Road interchanges and bridge underpasses must be widened

**Date:** Friday, November 22, 2019 at 9:09:25 AM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

---

**From:** [REDACTED]

**Sent:** Friday, November 22, 2019 5:46 AM

**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>

**Subject:** The Temescal Canyon Road and Weirick Road interchanges and bridge underpasses must be widened

**Subject:** FW: The Temescal Canyon Road and Weirick Road interchanges and bridge underpasses must be widened

**Date:** Friday, November 22, 2019 at 9:08:40 AM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

-----Original Message-----

From: [REDACTED]

Sent: Friday, November 22, 2019 5:41 AM

To: 15expsouth@DOT <[15expsouth@dot.ca.gov](mailto:15expsouth@dot.ca.gov)>

Subject: The Temescal Canyon Road and Weirick Road interchanges and bridge underpasses must be widened

Sent from my iPhone

**Subject:** FW: Interstate 15 express lanes southern extension

**Date:** Tuesday, November 26, 2019 at 9:21:27 AM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

FYI- This comment was received on 11/23 aYer the scoping period.

-----Original Message-----

From: [REDACTED]

Sent: Saturday, November 23, 2019 7:45 AM

To: 15expsouth@DOT <[15expsouth@dot.ca.gov](mailto:15expsouth@dot.ca.gov)>

Subject: Interstate 15 express lanes southern extension

[REDACTED] I'm open to having the express lanes the whole stretch, but I know we need more other lanes down the whole stretch of the freeway. 6 lanes aren't enough. One of my biggest complaints is that everyone know and seen the traffic getting worse in the last 10 years and now it will many more years to break ground and finish it. Why didn't you guys start planning this like 12 years ago. It's frustrating to be in traffic longer and longer before things get done. This county has been growing and we need major major infrastructure done really soon.

**Subject:** FW: i15 Express Lanes Comments

**Date:** Wednesday, November 27, 2019 at 10:28:54 AM Pacific Standard Time

**From:** [REDACTED]

**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

**From:** [REDACTED]

**Sent:** Tuesday, November 26, 2019 3:52 PM

**To:** 15expsouth@DOT <15expsouth@dot.ca.gov>

**Subject:** i15 Express Lanes Comments

Hello,

I found this email here:

<http://www.rctc.org/last-day-to-comments-i-15/>

First off, I want to thank the RCTC for making efforts to improve traffic and transportation around the inland empire. I know everyone always has high expectations of RCTC and want everything "now" but I can certainly appreciate the efforts to make as much of an impact as possible.

I also agree with the decision to add toll lanes to the i15 south towards Lake Elsinore. The only thing that I take issue with is the lack of solution for the lane drops that occur on the i15 south corridor as it passes Corona.

There are three successive lane drops that happen in a very short span of road.

I often drive from Ontario to Corona and the i15 south is smooth sailing until we hit Corona.

The three lane drops is a huge choke point in an otherwise fairly sized thoroughfare.

I think more effort needs to be expended in adding more general purpose lanes for this stretch of road.

While I agree that a toll road is a great alternative for commuters in traffic, there MUST be solutions presented for the lane drops. Even an additional lane (although 2 or more would be ideal) would go far in helping this congested area.

As it stands, the proposed express lanes will do nothing to help traffic in this area for the general public that can't or won't pay for the express lanes.

[REDACTED]

**Subject:** FW: Traffic congestion I 15

**Date:** Wednesday, November 27, 2019 at 10:29:05 AM Pacific Standard Time

**From:** Degroot, Diana@DOT on behalf of 15expsouth@DOT

**To:** Stephanie Blanco, Elle Carlos, Robert Chevez, 'Cdonahue@rctc.org'

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, November 27, 2019 8:50 AM

To: 15expsouth@DOT <[15expsouth@dot.ca.gov](mailto:15expsouth@dot.ca.gov)>

Subject: Traffic congestion I 15

Pls widen access routes at Temescal & Weirick.

Sent from my iPhone

**Comments Received During I-15 ELPSE Scoping Period  
October 21, 2019 - November 22, 2019 - Letters Mailed to  
RCTC or Caltrans**

- **Comment letters from home owner associations in the project area and public agencies**



## NATIVE AMERICAN HERITAGE COMMISSION

Cultural and Environmental Department  
1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691 Phone: (916) 373-3710  
Email: [nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
Website: <http://www.nahc.ca.gov>



November 1, 2019

Shawn Oriaz  
Caltrans, District 8 – San Bernardino/Riverside  
464 W. 4<sup>th</sup> Street, MS 827  
San Bernardino, CA 92401-1400

RE: SCH# 2019100381, Interstate 15 Express Lanes Project Southern Extension Project, Riverside County

Dear Mr. Oriaz:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

## AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
  - a. A brief description of the project.
  - b. The lead agency contact information.
  - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
  - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
  - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
  - a. Alternatives to the project.
  - b. Recommended mitigation measures.
  - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
  - a. Type of environmental review necessary.
  - b. Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.
  - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
  - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
  - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
  - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
  - a. Avoidance and preservation of the resources in place, including, but not limited to:
    - i. Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i. Protecting the cultural character and integrity of the resource.
    - ii. Protecting the traditional use of the resource.
    - iii. Protecting the confidentiality of the resource.
  - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
  - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
  - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
  - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
  - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf).

Some of SB 18's provisions include:

1. **Tribal Consultation**: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation**. There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality**: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation**: Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

## NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. 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.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
  - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
  - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
  - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
  - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:

[Andrew.Green@nahc.ca.gov](mailto:Andrew.Green@nahc.ca.gov).

Sincerely,



Andrew Green  
Staff Services Analyst

cc: State Clearinghouse



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November 12, 2019

Shawn Oriaz  
California Department of Transportation  
District 8 – Environmental Studies “C”  
464 W. 4<sup>th</sup> Street, MS-827  
San Bernardino, CA 92401-1400

Re: Interstate 15 Express Lanes Project Southern Extension Public Scoping Comments

Dear Shawn Oriaz:

We thank you for seeking community comments on the Interstate 15 Express Lanes Southern Extension project which will have a significant impact on the Sycamore Creek Community members as well as the future residential, commercial and industrial development adjacent to Sycamore Creek. Sycamore Creek is located at the Interstate 15 and Indian Truck Trail interchange. This interchange is currently being utilized by residents of Horsethief Canyon Ranch (1,952 residential units), Glen Eden, Terramor (1,443 units at build out), and the 96,928 square foot Sycamore Creek Shopping Center. Future development includes 1,145 residential units, plus a 28-acres commercial site and yet to be determined residential/commercial development. At this time Sycamore Creek Community Association has 1,632 occupied homes with the remaining 102 homes under construction.

We support the initial concept of the Interstate 15 Express Lanes Southern Extension project which the community believes is long overdue. The Interstate 15 Express Lanes Southern Extension project should be modeled after and consistent with the Express Lanes in the middle of the I-15 extending 20 miles from State Route 78 in Escondido to State Route 163 in San Diego.

While we understand the Environmental (EIR) complexity associated with this project, the project team should be tasked with fast tracking this project with a completion date of 2022 versus 2024.

**Our Recommendations:**

- The location of the Interstate 15 Express Lanes Southern Extension ingress and egress points should be placed at these Interstate 15 interchanges
  - Indian Truck Trail
  - Temescal Canyon Road
  - Lake Street
  - Central Avenue
- The Interstate 15 interchanges at: 1) Indian Truck Trail; 2) Temescal Canyon Road; 3) Lake Street; 4) Central Avenue should be expanded to accommodate not only existing traffic volumes but traffic volume associated with future residential, commercial and Industrial development.
- Sycamore Creek residents are currently impacted by the very high traffic noise levels along the Interstate 15 freeway, even though the Sycamore Creek homes were constructed with insulation and windows to reduce in-home noise levels. The addition of four express lanes

with traffic traveling at high speeds will significantly increase the in-home noise levels in Sycamore Creek and surrounding residential community homes. Therefore, sound barriers need to be installed on both sides of the I-15 corridor (14.5 miles) from Cajalco Road to Central Avenue.

- When the Interstate 15 Express Lanes are constructed, they will be identified by commuters as well as commercial entities as a faster and more cost effective route to their destinations and traffic volume will significantly increase along this I-15 corridor. This increased traffic will significantly impact the Air Quality in Sycamore Creek and the Temescal Valley. Thus, the Southern California Air Quality Management District needs to install an Air Quality Monitoring Station near the Indian Truck Trail interchange.
- Direct Access Ramps (DAR) should be created at the Temescal Canyon Road/I-15 interchange to facilitate the Riverside Transit Agency Commuter Link bus access to the Interstate Express Lanes and at the Indian Truck Trail/I-15 interchange for future Riverside Transit Agency Bus connectivity to Interstate Express Lanes.
- The existing SR-91 Express Lane ingress and egress between Magnolia Avenue and Ontario Avenue should be moved to Cajalco Road. By eliminating this ingress/egress point it would relieve a significant traffic choke point from Magnolia Avenue to Ontario Avenue (6 to 3 lanes).

#### **Other Considerations:**

- The Interstate 15 Express Lane signage identifying Express Lane fees should be placed well in advance of the lane entrances and easily seen by vehicle occupants prior to entering the lanes.
- The fee collection monitoring locations should be placed at Lake Street and Cajalco Road. The revenue generated from this area should be restricted to Interstate 15 Express Lane project costs, road maintenance, future road construction and expansion of Temescal Canyon Road located to the east and west of this Interstate 15 Express Lane corridor.
- The Express Lane fees should include a discount for seniors and the disabled.
- The Express Lane fees should include a discount for Temescal Valley residents.
- Delineators should be placed along the Interstate 15 Express Lane corridor to prevent vehicles from moving in and out of these lanes during peak traffic periods to avoid paying the fees as well as endangering lives.
- Large trucks exceeding a vehicle weight of 10,000 pounds should not use the Interstate 15 Express Lanes.
- Three person car pools should receive a 50 percent discount during weekday morning and afternoon peak periods, and may use the lanes for free at other times.
- Consult engineering in designing the timing of the finish product to reduce the road noise.

The Sycamore Creek Community Association would like to be included on the distribution list receiving project updates as it moves through the development process. The project updates should be directed to the Association contact [Robert.This@fsresidential.com](mailto:Robert.This@fsresidential.com). In addition, the Sycamore Creek Association would like to invite the Interstate 15 Express Lanes Southern Extension project team to participate in the Sycamore Creek Association meetings with project information.

Respectfully Submitted,

Sycamore Creek Community Association  
25420 Mayhew Canyon Road  
Temescal Valley, CA 92883  
951-277-3257 – Office  
[Robert.This@fsresidential.com](mailto:Robert.This@fsresidential.com) – email

November 18, 2019

Shawn Oriaz  
California Department of Transportation  
District 8 – Environmental Studies “C”  
464 W. 4<sup>th</sup> Street, MS-827  
San Bernardino, CA 92401-1400

Re: Interstate 15 Express Lanes Project Southern Extension Public Scoping Comments

Dear Shawn Oriaz:

I support the initial concept of the Interstate 15 Express Lanes Southern Extension project which is long overdue. This project will significantly improve my travel time within and outside of the Temescal Valley as well as reducing green house gases in the Temescal Valley. Given the importance of reducing green house gases and reducing Interstate 15 traffic gridlock in the Temescal Valley, the project EIR should be fast tracked with a completion date of 2022 versus 2024.

**Project Recommendations:**

- The location of the Interstate 15 Express Lanes Southern Extension ingress and egress points should be placed at these Interstate 15 interchanges
  - Indian Truck Trail
  - Temescal Canyon Road
  - Weirick Road
- The Interstate 15 interchanges at: 1) Indian Truck Trail; 2) Temescal Canyon Road; 3) Weirick Road should be expanded to accommodate not only existing traffic volumes but traffic volume associated with future residential, commercial and Industrial development.
- While the newer homes along the Interstate 15 corridor in the Temescal Valley were constructed with insulation and windows to reduce in-home noise levels, the addition of four express lanes of traffic, traveling at high speeds, will significantly increase the in-home noise levels. Therefore, sound barriers need to be installed on both sides of the I-15 corridor as well as low-noise road surface material utilization in the Temescal Valley.
- Direct Access Ramps (DAR) are needed at the Temescal Canyon Road/I-15 interchange to facilitate the Riverside Transit Agency Commuter Link bus access to the Interstate Express Lanes and at the Indian Truck Trail/I-15 interchange for future Riverside Transit Agency Bus connectivity to Interstate 15 Express Lanes.
- The existing SR-91 Express Lane ingress and egress between Magnolia Avenue and Ontario Avenue should be moved to Cajalco Road. By eliminating this ingress/egress point it would relieve a significant traffic choke point from Magnolia Avenue to Ontario Avenue (6 to 3 lanes).
- The Interstate 15 Express Lane signage identifying dynamic tolls should be placed well in advance of the lane entrances for improved vehicle visibility.
- The toll collection monitoring locations should be placed at Lake Street and Cajalco Road. The revenue generated from this area should be restricted to Interstate 15 Express Lane project costs, road maintenance, future road construction and expansion of Temescal Canyon Road located to the east and west of this Interstate 15 Express Lanes corridor.
- The Express Lane tolls should include a discount for seniors, the disabled and Temescal Valley residents.
- Three person car pools should receive a 50 percent discount during weekday morning and afternoon peak periods, and may use the lanes at no charge (free) at other times.

- Large trucks exceeding a vehicle weight of 10,000 pounds should not use the Interstate 15 Express Lanes.

I would like to be included on the distribution list receiving Interstate 15 Express Lanes Southern Extension project updates as it moves through the development process.

Sincerely,

A black rectangular redaction box covering the signature area.



# THE RETREAT COMMUNITY ASSOCIATION

November 18, 2019

Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, Ca 92501

**RE: Interstate 15 Express Lanes Project Southern Extension Public Scoping Comments**

Dear Riverside County Transportation Commissions:

Thank you for seeking community comments on the interstate 15 Express Lanes Southern Extension project which will have a significant impact on the Retreat Community, as well as, future residential, commercial and industrial developments. The Retreat is located at the interstate 15 and Weirick interchange.

We support the initial concept of the I-15 Express Lanes Southern Extension Project that the community believes is long overdue.

Our takeaway from the November 11, 2019 scoping meeting, is there are 4 critical items Temescal Valley is asking for:

1. The location of ingress and egress points need to be designed to create lowest impact to local TV traffic, and impacts to local traffic needs to be identified.
2. The interchanges/underpasses at Weirick and Temescal canyon Road need to be widen and improved as part of the project.
3. The originally planned outside auxiliary lanes need to be studied and reincorporated into the EIR.
4. Cumulative impacts of pending future development needs to be included as part of the traffic studies.

The Retreat Community association would like to be included on the distribution list receiving project updates as it moves through the development process. Please provide project updates to the Association contact, [zfeenstra@powerstonepm.com](mailto:zfeenstra@powerstonepm.com). In addition, the Retreat Association would like to invite the I-15 Express Lanes Southern Extension project team to participate in one of our Association Board Meetings with project information. Please contact Zana Feenstra at Powerstone Property Management above to request date and time information for an upcoming Board Meeting.

Respectfully Submitted,

Members of The Retreat Community Association  
c/o Powerstone Property Management  
9060 Irvine Center Drive  
Irvine, CA 92618

SANTA ANA CA 926

20 NOV 2019 PM 11

RIVERSIDE COUNTY TRANSPORTATION COMM  
4080 LEMON STREET, 3<sup>RD</sup> FLOOR  
RIVERSIDE, CALIF 92501

92501-963494





SENT VIA USPS AND E-MAIL:

November 19, 2019

[15expsouth@dot.ca.gov](mailto:15expsouth@dot.ca.gov)

Shawn Oriaz, Senior Environmental Planner  
California Department of Transportation, District 8  
Environmental Studies "C"  
464 West 4<sup>th</sup> Street, MS-827  
San Bernardino, CA 92401

**Notice of Preparation of an Environmental Impact Report/Environmental Assessment  
for the Interstate 15 Express Lanes Project Southern Extension**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. South Coast AQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Environmental Impact Report/Environmental Assessment (EIR/EA). Please send South Coast AQMD a copy of the EIR/EA upon its completion and public release. Note that copies of the EIR/EA that are submitted to the State Clearinghouse are not forwarded to South Coast AQMD. Please forward a copy of the EIR/EA directly to South Coast AQMD at the address shown in the letterhead. **In addition, please send with the EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files<sup>1</sup>. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, South Coast AQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

**Air Quality Analysis**

South Coast AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. South Coast AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from South Coast AQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on South Coast AQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). South Coast AQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

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<sup>1</sup> Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

South Coast AQMD has also developed both regional and localized significance thresholds. South Coast AQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to South Coast AQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found here at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, South Coast AQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by South Coast AQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed 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, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance<sup>2</sup> on strategies to reduce air pollution exposure near high-volume roadways can be found at: [https://www.arb.ca.gov/ch/rd\\_technical\\_advisory\\_final.PDF](https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF).

### **Mitigation Measures**

In the event that the Proposed 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 these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are

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<sup>2</sup> In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 “Mitigating the Impact of a Project” of South Coast AQMD’s *CEQA Air Quality Handbook* South Coast AQMD’s CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- South Coast AQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- South Coast AQMD’s Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- California Air Pollution Control Officers Association (CAPCOA)’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

### **Alternatives**

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the EIR/EA shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

### **Permits**

If implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the CEQA document. For more information on permits, please visit South Coast AQMD’s webpage at: <http://www.aqmd.gov/home/permits>. If there are permitting questions, they can be directed to Engineering and Permitting Staff at (909) 396-3385.

### **Data Sources**

South Coast AQMD rules and relevant air quality reports and data are available by calling South Coast AQMD’s Public Information Center at (909) 396-2001. Much of the information available through the Public Information Center is also available at South Coast AQMD’s webpage at: <http://www.aqmd.gov>.

South Coast AQMD staff is available to work with the Lead Agency to ensure that project’s air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [lsun@aqmd.gov](mailto:lsun@aqmd.gov).

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources



State of California – Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
Inland Deserts Region  
3602 Inland Empire Blvd., Suite C-220  
Ontario, CA 91764  
[www.wildlife.ca.gov](http://www.wildlife.ca.gov)

GAVIN NEWSOM, Governor  
CHARLTON H. BONHAM, Director



November 20, 2019  
*Sent via email*

Mr/Ms. Shawn Oriaz  
Senior Environmental Planner  
California Department of Transportation, District 8 – San Bernardino/Riverside  
464 W. 4<sup>th</sup> Street, MS 827  
San Bernardino, CA 92401-1400  
15expsouth@dot.ca.gov

Subject: Notice of Preparation of a Draft Environmental Impact Report  
Interstate 15 Express Lanes Southern Extension Project  
State Clearinghouse No. 2019100381

Dear Mr/Ms. Oriaz:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the California Department of Transportation (Caltrans) for the Interstate 15 Express Lanes Southern Extension Project (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.<sup>1</sup>

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

## CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during

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<sup>1</sup> CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.)

## **PROJECT DESCRIPTION SUMMARY**

The proposed project would extend the Interstate 15 (I-15) Express Lanes currently under construction an additional 14.5 miles: from State Route 74 (SR-74)/Central Avenue in the City of Lake Elsinore, north through the unincorporated Riverside County community of Temescal Valley, to Cajalco Road in the City of Corona. The Project proposes to increase capacity by adding two tolled express lanes in both direction within the existing I-15 median to accommodate increasing traffic volumes. Associated improvements, including advance signage and transition striping, would extend two miles from each of the project end limits.

## **COMMENTS AND RECOMMENDATIONS**

CDFW offers the comments and recommendations below to assist Caltrans in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. The comments and recommendations are also offered to enable CDFW to adequately review and comment on the proposed Project with respect to the Project's consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). CDFW recommends that the forthcoming DEIR address the following:

### **Assessment of Biological Resources**

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats.

The CDFW recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association-based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009).

Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the project. CDFW's California Natural Diversity Database (CNDDDB) in Sacramento should be contacted at (916) 322-2493 or [CNDDDB@wildlife.ca.gov](mailto:CNDDDB@wildlife.ca.gov) to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed project.

Please note that CDFW's CNDDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the project area and should not be limited to resident species. Focused species-specific/MSHCP surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed project may warrant periodic updated surveys for certain sensitive taxa, particularly if the project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.
4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see <https://www.wildlife.ca.gov/Conservation/Plants>).
5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).

6. A full accounting of all mitigation/conservation lands within and adjacent to the Project.

### **Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources**

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the project. To ensure that project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity (e.g., recreation), defensible space, and wildlife-human interactions created by zoning of development projects or other project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address project-related changes on drainage patterns and water quality within, upstream, and downstream of the project site, including: volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site.
2. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the project footprint, such as nearby public lands (e.g. National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).

Please note that the Project area supports significant biological resources and contains habitat connections, providing for wildlife movement across the broader landscape, sustaining both transitory and permanent wildlife populations. Regional Conservation Authority (RCA) conserved lands border the project site along a portion of its length. CDFW encourages project design that avoids and preserves onsite features that contribute to habitat connectivity. The DEIR should include a discussion of both direct and indirect impacts to wildlife movement and connectivity, including maintenance of wildlife corridor/movement areas to adjacent undisturbed habitats.

3. An evaluation of impacts to adjacent open space lands from both the construction of the Project and any long-term operational and maintenance needs.
4. A cumulative effects analysis developed as described under CEQA Guidelines section 15130. Please include all potential direct and indirect project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant

communities and wildlife habitats.

## **Alternatives Analysis**

Note that the DEIR must describe and analyze a range of reasonable alternatives to the project that are potentially feasible, would “feasibly attain most of the basic objectives of the project,” and would avoid or substantially lessen any of the project’s significant effects (CEQA Guidelines § 15126.6[a]).

## **Mitigation Measures for Project Impacts to Biological Resources**

The DEIR should include appropriate and adequate avoidance, minimization, and/or mitigation measures for all direct, indirect, and cumulative impacts that are expected to occur as a result of the construction and long-term operation and maintenance of the project. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts.
2. *Mitigation*: CDFW considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement should be evaluated and discussed in detail.

The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

If sensitive species and/or their habitat may be impacted from the Project, CDFW recommends the inclusion of specific mitigation in the DEIR. CEQA Guidelines section 15126.4, subdivision (a)(1)(8) states that formulation of feasible mitigation measures should not be deferred until some future date. The Court of Appeal in *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645

struck down mitigation measures which required formulating management plans developed in consultation with State and Federal wildlife agencies after Project approval. Courts have also repeatedly not supported conclusions that impacts are mitigable when essential studies, and therefore impact assessments, are incomplete (*Sundstrom v. County of Mendocino* (1988) 202 Cal. App. 3d. 296; *Gentry v. City of Murrieta* (1995) 36 Cal. App. 4th 1359; *Endangered Habitat League, Inc. v. County of Orange* (2005) 131 Cal. App. 4th 777).

CDFW recommends that the DEIR specify mitigation that is roughly proportional to the level of impacts, in accordance with the provisions of CEQA (CEQA Guidelines, §§ 15126.4(a)(4)(B), 15064, 15065, and 16355). The mitigation should provide long-term conservation value for the suite of species and habitat being impacted by the Project. Furthermore, in order for mitigation measures to be effective, they must be specific, enforceable, and feasible actions that will improve environmental conditions.

3. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

CDFW recommends that local onsite propagules from the project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in the near future in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various project components as appropriate.

Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

4. *Nesting Birds and Migratory Bird Treaty Act*: Please note that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures as follows: Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.).

CDFW recommends that the DEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. If pre-construction surveys are proposed in the DEIR, the CDFW recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

5. *Moving out of Harm's Way*: To avoid direct mortality, CDFW recommends that the lead agency condition the DEIR to require that a CDFW-approved qualified biologist be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety (i.e., CDFW does not recommend relocation to other areas). Furthermore, it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss.

### **California Endangered Species Act**

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to CESA. CDFW recommends that a CESA Incidental Take Permit (ITP) be obtained if the Project has the potential to result in "take" (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or

attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the project; unless this Project is proposed to be a covered activity under the MSHCP. CESA ITPs are issued to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

CDFW encourages early consultation, as significant modification to the proposed Project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. The California Fish and Game Code requires that CDFW comply with CEQA for issuance of a CESA ITP. CDFW therefore recommends that the DEIR addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of CESA.

### **Western Riverside County Multiple Species Habitat Conservation Plan**

Within the Inland Deserts Region, CDFW issued Natural Community Conservation Plan Approval and Take Authorization for the Western Riverside County MSHCP per Section 2800, *et seq.*, of the California Fish and Game Code on June 22, 2004. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and provides for the incidental take of covered species in association with activities covered under the permit.

Compliance with approved habitat plans, such as the MSHCP, is discussed in CEQA. Specifically, Section 15125(d) of the CEQA Guidelines requires that the CEQA document discuss any inconsistencies between a proposed Project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans. An assessment of the impacts to the MSHCP as a result of this Project is necessary to address CEQA requirements. To obtain additional information regarding the MSHCP please go to: <http://rctlma.org/epd/WR-MSHCP>.

The proposed Project occurs within the MSHCP area and is subject to the provisions and policies of the MSHCP. In order to be considered a covered activity, Permittees must demonstrate that proposed actions are consistent with the MSHCP and its associated Implementing Agreement. Caltrans is the Lead Agency and is signatory to the Implementing Agreement of the MSHCP. The Project is proposed to occur within multiple MSHCP Criteria Cells. The MSHCP policies and procedures that apply to the proposed project include the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (MSHCP section 6.1.2), Protection of Narrow Endemic Plant Species (MSHCP section 6.1.3), Additional Survey Needs and Procedures for burrowing owl and Criteria Area Species (MSHCP section 6.3.2), and the Guidelines Pertaining to the Urban/Wildlands Interface (MSHCP section 6.1.4).

Regardless of whether take of threatened and/or endangered species is obtained through the MSHCP or through a CESA ITP, the DEIR needs to address how the proposed project will affect the policies and procedures of the MSHCP. Therefore, all surveys required by the MSHCP policies and procedures listed above to determine

consistency with the MSHCP should be conducted and results included in the DEIR so that CDFW can adequately assess whether the Project will impact the MSHCP.

### **Stephens' Kangaroo Rat Habitat Conservation Plan**

The project occurs within the Stephens' kangaroo rat (*Dipodomys stephensi*) Habitat Conservation Plan (SKR HCP) fee area boundary. State and federal authorizations associated with the SKR HCP provides take authorization for Stephens' kangaroo rat within its boundaries, and the MSHCP provides take authorization for Stephens' kangaroo rat outside of the boundaries of the SKR HCP, but within the MSHCP area boundaries. The DEIR should identify if any portion of the project will occur on SKR HCP lands, or on Stephens' kangaroo rat habitat lands outside of the SKR HCP, but within the MSHCP. Note that the SKR HCP allows for encroachment into the Stephens' kangaroo rat Core Reserve for public projects, however, there are no provisions for encroachment into the Core Reserve for privately owned projects. If impacts to Stephens' kangaroo rat habitat will occur from the proposed project, the DEIR must specifically identify the total number of permanent impacts to Stephens' kangaroo rat core habitat and the appropriate mitigation to compensate for those impacts.

### **Lake and Streambed Alteration Program**

Based on review of material submitted with the NOP and review of aerial photography, Caltrans will likely need to notify CDFW per Fish and Game Code section 1602. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: Substantially divert or obstruct the natural flow of any river, stream or lake; Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or Deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

Upon receipt of a complete notification, CDFW determines if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your project that would eliminate or reduce harmful impacts to fish and wildlife resources.

CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the

proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <https://www.wildlife.ca.gov/Conservation/LSA/Forms>.

## ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be found at the following link: [http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/CNDDDB\\_FieldSurveyForm.pdf](http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/CNDDDB_FieldSurveyForm.pdf). The completed form can be mailed electronically to CNDDDB at the following email address: [CNDDDB@wildlife.ca.gov](mailto:CNDDDB@wildlife.ca.gov). The types of information reported to CNDDDB can be found at the following link: [http://www.dfg.ca.gov/biogeodata/cnddb/plants\\_and\\_animals.asp](http://www.dfg.ca.gov/biogeodata/cnddb/plants_and_animals.asp).

## FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).

## CONCLUSION

CDFW appreciates the opportunity to comment on the NOP of a DEIR for the Interstate 15 Express Lanes Southern Extension Project (SCH No. 2019100381) and recommends that Caltrans address CDFW's comments and concerns in the forthcoming DEIR. If you should have any questions pertaining to the comments provided in this letter, please contact Joanna Gibson, Senior Environmental Scientist, Specialist, at (909) 987-7449 or at [Joanna.gibson@wildlife.ca.gov](mailto:Joanna.gibson@wildlife.ca.gov).

Sincerely,



Scott Wilson  
Environmental Program Manager

ec: Office of Planning and Research, State Clearinghouse, Sacramento

## **REFERENCES**

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2<sup>nd</sup> ed. California Native Plant Society Press, Sacramento, California.  
<http://vegetation.cnps.org/>



24503 Trilogy Parkway, Temescal Valley, CA. 92883

November 21, 2019

Shawn Oriaz  
California Department of Transportation  
District 8 – Environmental Studies "C"  
464 W. 4<sup>th</sup> Street, MS-827  
San Bernardino, CA 92401-1400

Re: Interstate 15 Express Lanes Project Southern Extension Public Comments

Dear Shawn Oriaz:

The Trilogy at Glen Ivy Community thanks you for seeking community comments on the Interstate 15 Express Lanes Southern Extension project. The project will have a significant impact on the Trilogy at Glen Ivy Community as well as the neighboring communities and business located near Interstate 15 and Temescal Valley Road.

The community does support the initial concept of the Interstate 15 Express Lanes Southern Extension project; however, strongly believes it needs to be modeled after and consistent with the Express Lanes in the middle of the I-15 extending 20 miles from State Route 78 in Escondido to State Route 163 in San Diego. Furthermore, we are aware of the Environmental (EIR) complexity associated with this project, and request that the project team be tasked with fast tracking this project with a completion date of 2022 instead of 2024.

**Additional Recommendations:**

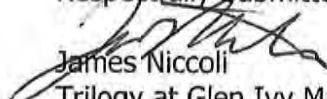
- The Interstate 15 interchanges at: 1) Temescal Canyon Road; 2) Indian Truck Trail; 3) Lake Street; 4) Central Avenue should be expanded to accommodate not only existing traffic volumes but traffic volume associated with future residential, commercial and Industrial development.
- The location of the Interstate 15 Express Lanes Southern Extension ingress and egress points should be placed at these Interstate 15 interchanges
  - Temescal Canyon Road
  - Indian Truck Trail
  - Lake Street
  - Central Avenue
- When the Interstate 15 Express Lanes are constructed, they will be identified by commuters and commercial entities as a faster and more cost effective route and traffic volume will significantly increase. This increased traffic will significantly impact the Air Quality in Temescal Valley. Thus, the Southern California Air Quality Management District needs to install an Air Quality Monitoring Station.

- Direct Access Ramps (DAR) should be created at the Temescal Canyon Road/I-15 interchange to facilitate the Riverside Transit Agency Commuter Link bus access to the Interstate Express Lanes.
- The Interstate 15 Express Lane signage identifying Express Lane fees should be placed well in advance of the lane entrances and easily seen by vehicle occupants prior to entering the lanes.
- The fee collection monitoring locations should be placed at Lake Street and Cajalco Road. The revenue generated from this area should be restricted to Interstate 15 Express Lane project costs, road maintenance, future road construction and expansion of Temescal Canyon Road located to the east and west of this Interstate 15 Express Lane corridor.
- The Express Lane fees should include a discount for seniors and the disabled. The Express Lane fees should also include a discount for Temescal Valley residents.
- Three person car pools should receive a 50 percent discount during weekday morning and afternoon peak periods, and may use the lanes for free at other times.
- Large trucks exceeding a vehicle weight of 10,000 pounds should not use the Interstate 15 Express Lanes.

The Trilogy at Glen Ivy Maintenance Association would like to receive project updates as it moves through the development process. The updates can be sent directed to the Association's General Manager, James Niccoli, at [james.niccoli@fsresidential.com](mailto:james.niccoli@fsresidential.com).

Finally the Trilogy at Glen Ivy Association would like to invite the Interstate 15 Express Lanes Southern Extension project team to participate in a Town Hall meetings with our residents to share project information and answer any questions.

Respectfully Submitted,



James Niccoli

Trilogy at Glen Ivy Maintenance Association  
24503 Trilogy Parkway  
Temescal Valley, CA 92883  
951-603-3820, ext. 3826



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street  
San Francisco, CA 94105-3901

November 22, 2019

Shawn Oriaz  
Senior Environmental Planner  
California Department of Transportation, District 8  
Environmental Studies "C"  
464 W. 4th Street, MS 827  
San Bernardino, California 92401-1400

Subject: Scoping Comments for the I-15 Express Lanes Project - Southern Extension, Riverside County, California

Dear Mr. Oriaz:

The U.S. Environmental Protection Agency has reviewed the scoping notice for the I-15 Express Lanes Project - Southern Extension, Riverside County, California. Our review is pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

The proposed project would add two new express lanes in each direction along roughly 14 miles of the I-15 between Cajalco Road and SR-74. These lanes would extend the I-15 Express Lanes between Cajalco Road and SR-60, which are currently under construction. We recommend that Caltrans consider the attached detailed scoping comments while preparing the Draft EA for this project. We have also attached our August 28, 2015 comment letter on the I-15 Express Lanes Project Draft EA in the event that Caltrans determines them to be useful.

We appreciate the opportunity to review this scoping notice and are available to discuss our comments. When the Draft EA is available, please send one electronic copy to our office at the above address (mail code: TIP-2). If you have any questions, please feel free to contact me at 415-972-3504 or [capilla.morgan@epa.gov](mailto:capilla.morgan@epa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Morgan Capilla", is written over a faint, larger version of the same signature.

Morgan Capilla  
Environmental Review Branch

Enclosures: EPA's Detailed Scoping Comments  
EPA Comments on the I-15 Express Lanes Project Draft EA, August 28, 2015

Electronic copy: Brenda Powell-Jones, Caltrans  
Veronica Li, U.S. Army Corps of Engineers

**EPA DETAILED SCOPING COMMENTS FOR THE I-15 EXPRESS LANES PROJECT - SOUTHERN EXTENSION, RIVERSIDE COUNTY, CALIFORNIA, NOVEMBER 22, 2019**

**Purpose and Need**

The Purpose and Need statement provides Caltrans with the opportunity to explain the underlying purpose and need to which they are responding in proposing the alternatives, including the proposed action. The EPA recommends that the Purpose and Need statement focus on the desired outcomes of the project (e.g., to relieve congestion or improve traffic operations), rather than methods to address the desired outcomes (e.g., increase capacity).

**Project Scope and Independent Utility**

We recommend that the Draft EA clearly demonstrate the independent utility of the proposed project within its current geographic limits as it relates to the project's need. If the proposed project's need cannot be met without other planned projects, we recommend that the scope of the project be expanded accordingly, since these would be considered connected and similar actions (40 CFR 1508.25).

**Air Quality**

The project would be located within a federal nonattainment area for ozone (extreme) and PM<sub>2.5</sub> (serious). The project area is also designated as a maintenance area for PM<sub>10</sub> and carbon monoxide. Given the region's poor air quality, it is important that the Draft EA provide a detailed discussion of potential air quality impacts and methods to reduce those impacts. In the Draft EA, describe ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards, and criteria pollutant nonattainment and maintenance areas. Include a thorough analysis of impacts, including indirect and cumulative impacts, from the proposed project. Provide air monitoring data, any anticipated exceedances of NAAQS, and estimates of all criteria pollutant emissions. Discuss potential air quality impacts in the context of conformity requirements and associated State Implementation Plans. Demonstrate that the project is included in a conforming transportation plan and a transportation improvement program, and that the emissions from both construction and operational phases of the project conform to the applicable State Implementation Plans. Disclose health risks associated with emissions, sensitive receptors in the vicinity of the project area, and how the proposed project would affect current emission levels. Include information about current and anticipated emissions at interim and full build phases of the proposed improvements. Describe specific commitments to mitigate emissions. Include an estimate of the air quality benefits and reduced health effects that would result from each mitigation measure proposed in the Draft EA. Identify any specific mitigation measures considered for sensitive populations (e.g., schools, daycare facilities, hospitals, senior centers, etc.). Describe the enforcement plan that would be implemented to ensure that the added lanes would be restricted for high occupancy/toll use.

*Construction Emissions*

In the Draft EA, include a list of all mitigation measures to be implemented as part of the construction emissions mitigation plan developed for the project. In addition to measures necessary to meet all applicable local, state, and federal requirements, the EPA recommends the following mitigation measures be included in the construction emissions mitigation plan:

**Fugitive Dust Source Controls**

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both active and inactive sites during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate and operate water trucks for stabilization of surfaces under windy conditions.

- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour. Limit speed of earth-moving equipment to 10 mph.

#### Mobile and Stationary Source Controls

- Lease or buy newer, cleaner equipment using the best available emissions control technologies.
  - Use lower-emitting engines and fuels, including electric, liquified gas, hydrogen fuel cells, and/or alternative diesel formulations if feasible.
- Prohibit unnecessary idling from heavy equipment.
- Prohibit engine tampering to increase horsepower, except when meeting manufacturer's recommendations.
- Avoid routing truck traffic near sensitive land uses to the fullest extent feasible.

#### Administrative Controls

- Locate diesel engines, motors, and equipment staging areas as far as possible from residential areas and other sensitive receptors (e.g., schools, daycare centers, hospitals, retirement communities, etc.).
- Consider using lighter-colored pavement where feasible.
- Recycle construction debris to the maximum extent feasible.
- Consider using coal flyash in cement and concrete, and warm-mix asphalt paving techniques where feasible.<sup>1</sup>
- Identify all commitments to reduce construction emissions and quantify air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking.<sup>2</sup>
- Reduce construction-related trips of workers and equipment, including trucks.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.

#### *Mobile Source Air Toxics*

Many studies have measured elevated concentrations of pollutants emitted directly by motor vehicles near large roadways. These elevated concentrations generally occur within approximately 200 meters of the road, although the distance varies depending on traffic and environmental conditions. Pollutants measured with elevated concentrations include benzene, polycyclic aromatic hydrocarbons, carbon monoxide, nitrogen dioxide, black carbon, and coarse, fine, and ultrafine particulate matter. For a thorough review of near-roadway monitoring studies, see Section 3.1.3 of the EPA's "Regulatory Impact Analysis: Control of Hazardous Air Pollutants from Mobile Sources."<sup>3</sup>

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<sup>1</sup> For more information, visit FHWA's websites:

<https://www.fhwa.dot.gov/publications/research/infrastructure/structures/97148/cfa53.cfm>  
<https://www.fhwa.dot.gov/innovation/everydaycounts/edc-1/wma.cfm>

<sup>2</sup> Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.

<sup>3</sup> <http://regulations.gov/#!documentDetail;D=EPA-HQ-OAR-2005-0036-1168>

The EPA recommends that the Draft EA identify project segments and/or areas that may have potential hot spot impacts, such as: (1) project segments with the closest sensitive receptors; (2) project segments with the largest increases in vehicle miles traveled or highest baseline emissions; and (3) project segments with the largest emissions changes and distance reductions to sensitive receptors and residential areas. We also recommend that the Draft EA analyze MSAT emissions to determine potential exposure for the residences and other sensitive receptors. If significant MSAT impacts are identified, include appropriate mitigation or design changes to reduce potential operational impacts.

### *Greenhouse Gas Emissions*

The EPA recommends that the Draft EA estimate the direct and indirect greenhouse gas emissions that would result from the proposed project and its alternatives. Estimated GHG emissions levels can serve as a basis of comparison for impacts among alternatives and appropriate mitigation measures. In the Draft EA, include a description of potential changes in the affected environment that may result from elevated GHG levels. Including future climate scenarios can provide context for the proposal and its impacts and whether those could be affected by climate change. We also recommend that the Draft EA identify and consider measures to avoid or reduce GHG emissions associated with the proposed project, and disclose the estimated GHG reductions associated with the proposed mitigation measures. We encourage Caltrans to incorporate measures to improve resiliency within the project's design where appropriate.

### **Impacts to Waters**

According to the scoping notice, the proposed project would require a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers. We recommend that the Draft EA include a detailed discussion of anticipated impacts to wetlands and other jurisdictional waters. Describe the classification of waters and the geographic extent of waters and adjacent riparian areas. Characterize the functional condition of waters and adjacent riparian areas. Characterize the hydrologic linkage to any impaired water bodies near the project area. Provide a summary of the project's impacts to water quality and/or hydrology. Quantify temporary and permanent direct and indirect impacts to waters of the U.S. for each alternative (e.g., acres of waters impacted). We recommend that the Draft EA report these numbers in table form for each impacted water and wetland feature. Identify measures and modifications that would be taken to avoid and minimize impacts to water resources. Including this information in the Draft EA can assist Caltrans in demonstrating compliance with CWA Guidelines.

### **Environmental Justice**

Executive Order 12898<sup>4</sup> directs federal agencies to pursue environmental justice to the greatest extent possible by identifying and addressing any disproportionately high and adverse human health or environmental effects that the agency's programs, policies, or activities may have on minority and low-income populations. The memorandum accompanying the EO highlights both NEPA and the Civil Rights Act of 1964 as examples of existing statutory authorities that can be used to address environmental justice. The Council on Environmental Quality issued guidance<sup>5</sup> to address EJ in the environmental review process. *Promising Practices for Environmental Justice Methodologies in NEPA Reviews*<sup>6</sup> may also serve as a useful resource during the environmental review process. This document is a compilation of methodologies from current agency practices identified by the NEPA Committee of the Federal Interagency Working Group on Environmental Justice. The document focuses on the interface

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<sup>4</sup> Available at: <https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf>

<sup>5</sup> Council on Environmental Quality. (1997). Environmental Justice: Guidance Under the National Environmental Policy Act. Available at: [https://www.epa.gov/sites/production/files/2015-02/documents/ej\\_guidance\\_nepa\\_ceq1297.pdf](https://www.epa.gov/sites/production/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf)

<sup>6</sup> Available at: [https://www.epa.gov/sites/production/files/2016-08/documents/nepa\\_promising\\_practices\\_document\\_2016.pdf](https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf)

of EJ considerations through NEPA processes and provides recommendations for applying EJ methodologies that have been established in federal NEPA practice.

We recommend that the Draft EA discuss potential environmental justice concerns (e.g., air quality, noise, vibration, access to property, pedestrian safety, etc.). Include any environmental justice issues raised during scoping meetings. Clearly and effectively define the reference community and the affected community. These definitions are used to determine whether there are disproportionately high and adverse human health or environmental impacts by comparing the impacts to the affected community with the impacts to the reference community. A well-defined affected community will accurately reflect the demographic characteristics of the populations likely to be impacted by the proposed project. An appropriate reference community will represent the characteristics of the general population (e.g., municipal, state, or regional). Disclose whether the proposed project may disproportionately and adversely affect low-income or minority populations in the surrounding area, and identify appropriate mitigation measures for any adverse impacts.

#### *Tolled Express Lanes*

The proposed project has the potential to disproportionately impact low-income drivers who may be unable to afford the full cost of using the tolled express lanes. The EPA recommends that the Draft EA include an equity assessment to evaluate possible disproportionate effects. Provide a detailed description of any measures that would be taken to reduce disproportionate impacts to low-income populations (e.g., subsidizing the purchase of required transmitters, waiving monthly maintenance fees, allowing the use of cash to open and replenish toll accounts, etc.).

#### **Habitat Connectivity and Wildlife Movement**

In the Draft EA, describe the project's impacts to habitat connectivity in the project area and discuss mitigation measures that could address any identified impacts. Such measure may include appropriate infrastructure to facilitate wildlife movement across the project area. If appropriate, include design commitments that: 1) remove wildlife movement barriers; 2) enhance use of identified wildlife corridors; and 3) provide crossings with suitable habitat and topography to accommodate multiple species. Describe how design elements would be constructed to enable wildlife connectivity, including types of features and approximate locations.

#### **Cumulative Impacts**

Cumulative impacts are defined in CEQ's NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such actions (40 CFR 1508.7). We recommend that the Draft EA include a rigorous cumulative impact analysis consistent with Caltrans' guidance.<sup>7</sup> This analysis should consider a complete list of relevant actions, including both transportation projects (e.g., the I-15 Express Lanes Project) and non-transportation activities.

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<sup>7</sup> <https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/cumulative-impact-analysis-approach>



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

August 28, 2015

James Shankel, Senior Environmental Planner  
California Department of Transportation  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS 827  
San Bernardino, California 92401-1400

Subject: Draft Environmental Assessment for the Interstate 15 Express Lanes Project, Riverside County

Dear Mr. Shankel:

The U.S. Environmental Protection Agency (EPA) has reviewed the above-referenced document 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 provides the following recommendations to be considered prior to making a determination regarding the significance of potential impacts from the proposed project. Addressing the recommendations may assist Caltrans in determining whether a "Finding of No Significant Impact" will result at the completion of the Environmental Assessment (EA) process. We appreciate the opportunity to review the Draft EA and are available to discuss our recommendations further.

**Air Quality – National Ambient Air Quality Standards**

The project area has the highest concentration of particulate matter smaller than 2.5 micrometers in diameter (PM<sub>2.5</sub>) in the South Coast Air Basin. Based on preliminary data, the 2015 24-hour value will likely be even higher (see attached letter). EPA recommends that the EA be updated to both emphasize the status of the PM<sub>2.5</sub> concentrations near the project area and identify mitigation to further reduce potential impacts. Since this project is located in an area that is designated as extreme nonattainment for 8-hour and 1-hour ozone and moderate nonattainment for the 1997, 2006, and 2012 PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS) as well as maintenance for CO and PM<sub>10</sub>, it is critically important that impacts to air quality be accurately analyzed, disclosed, and reduced as much as possible.

***Recommendations:***

- Include additional mitigation measures in Chapter 2.2.6 Air Quality, including the following as applicable:
  - Meet and ideally go beyond EPA and CARB requirements for in-use diesel engines and equipment, particularly for non-road construction fleets.
  - Insure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. EPA Tier 4 standards for non-road engines.
  - Implement a strong anti-idling policy at *all* construction sites for this project.
  - Solicit construction bids that include use of energy and fuel-efficient fleets and zero-emission technologies.
  - Provide training for contractors and their employees on air quality impacts from construction activities and potential health risks to nearby receptors, and ways to

reduce emissions (e.g., no idling, using PM filters, using alternative fuels, staging of construction areas away from receptors, etc.).

Following our review of the Air Quality Section, we have identified some missing information and inaccuracies that should be corrected prior to finalizing the environmental assessment process.

***Recommendations:***

- The table of California Standards and NAAQS (Table 2-51 in the Draft EA and Table 2-1 in the Air Quality Report) is missing the primary annual standard for PM<sub>2.5</sub> and the secondary 3-hour standard for sulfur dioxide. Please update the table and the associated text.
- The table of Air Quality Data from Mira Loma Van Buren and Norco-Norconian (Table 2-52 in the Draft EA and Table 2-3 in the Air Quality Report) is missing the PM<sub>2.5</sub> national 24-hour average concentration for 2014, which is 38µg/m<sup>3</sup>. Please update the table to include this value.
- The Table of I-15 Mainline Average Daily Traffic (ADT) Volumes (Table 2-56 in the Draft EA) lists the ADT for each segment, but does not provide summary ADT for the project, which would provide the public with a better overall perspective on project impacts. Add a line to Table of I-15 Mainline ADT Volumes to provide summary ADT data for the project.

**Mobile Source Air Toxics**

The Air Quality Report, Page 3-4 contains a section on “Diesel Particulate Health Risk during Construction.” This section discusses the cancer risks associated with exposure to diesel exhaust and does not address non-cancer risks or the risks associated with PM<sub>2.5</sub> exposures, of which diesel PM is a component.

***Recommendation:***

- Add language to the section on Diesel Particulate-Related Health Risk during Construction that addresses non-cancer risks. For a recent summary of the health impacts associated with diesel exhaust, see pg. 6-10 of the Heavy-Duty Vehicle Greenhouse Gas Regulatory Impact Analysis: <http://www.epa.gov/otaq/climate/documents/420d15900.pdf>.

The Table titled “Comparison of Years 2013 and 2040 MSAT Emissions in Pounds per Day” on page 3-5 of the Air Quality Report and page 2-276 of the Draft EA contains what seems to be an error. The diesel particulate matter/diesel exhaust organic gases (DEOG) pounds per day is greater for the Build Alternative (488 pounds per day) vs. the No Build (487 pounds per day) however in the Net Change column, DEOG is reflected as a negative value, implying a decrease in MSATs. Also, page 2-276 of the Draft EA, which describes the table, states “MSAT emissions under the Build Alternative are estimated to decrease when compared to the No Build Alternative.” This statement is inconsistent with the statement on page 3-15 of the Air Quality Report which states “Because annual average daily traffic (AADT) volumes under the Build Alternative are anticipated to increase compared to the No Build Alternative, MSAT emissions under the Build Alternative is estimated to also increase compared to the No Build Alternative.”

***Recommendations:***

- Correct the Net Change for DEOG to depict +1 in the Net Change column. Update the Total MSAT Emissions column to reflect the change.
- Correct the statement on page 2-276 of the Draft EA to state that total MSAT emissions under the Build Alternative are estimated to increase when compared to the No Build

Alternative. Please also correct the statement on page 3-16 of the Air Quality Report which begins with “In summary...” to reflect this change.

Page 2-277 of the Draft EA discusses the possibility of localized increases in MSAT emissions, and states the localized increases in MSAT emissions would likely be most pronounced along the I-15 mainline under the Build Alternative. However, the Draft EA does not discuss what impacts receptors would experience directly adjacent to the construction sites and how this compares with the impacts residents currently experience in the absence of an adjacent high-intensity construction project. EPA recommends that Caltrans consider additional mitigations to reduce potential impacts to nearby residential areas and sensitive receptors, as suggested above.

Appendix E of the Air Quality Report contains a discussion regarding how air toxics analysis is an emerging field and current scientific techniques, tools, and data are not sufficient to estimate accurately the human health effects that would result from a transportation project in a way that would be useful to decision-makers. EPA believes that current risk assessment techniques are very useful for decision making purposes. We look forward to continued discussion with Caltrans to discuss how best to use existing and emerging research, techniques and tools to best support decision making in NEPA documents.

### **Health Effects – Children’s Health**

Executive Order 13045 on Children’s Health and Safety directs each Federal agency, to the extent permitted by law, to make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and to ensure that its policies, programs, activities, and standards address these risks. Analysis and disclosure of these potential effects under NEPA is recommended because some physiological and behavioral traits of children render them more susceptible and vulnerable than adults to environmental health and safety risks. Although the Draft EA identifies communities and schools located near the proposed project area, the Draft EA does not clearly describe the potential direct, indirect, and cumulative impacts of the project on children’s health.

#### ***Recommendations:***

- In order to identify additional mitigation measures to reduce possible impacts to children within the project vicinity, EPA recommends that Caltrans evaluate the potential direct, indirect, and cumulative health impacts of the construction and operation of the project alternative on children’s health. Obtain and discuss relevant health data (e.g., asthma data) for children living near the proposed project area, if available. The analysis could include the following:
  - Potential respiratory impacts, including asthma, from air pollutant emissions and generation of fugitive dust;
  - Potential noise impacts to health and learning, especially in areas where the alternatives are located near homes, schools, childcare centers, and parks; and
  - Potential impacts from the use of chemicals, such as dust suppressants, and hazardous materials to children living near the proposed project areas.
- Consider the following sources for identifying mitigation measures to reduce impacts from the proposed project’s construction and operation to schools and child care centers near the proposed project area: EPA’s School Siting Guidelines (<http://www.epa.gov/schools/guidelinestools/siting/>), and EPA’s Voluntary Guidelines for States: Development and Implementation of a School Environmental Health Program (<http://www.epa.gov/schools/guidelinestools/ehguide/>). Engage local school districts, child care providers, and others to discuss mitigation measures.

### **Environmental Justice**

In the subsection titled “Evaluation of Potential Disproportionate Adverse Transportation and Economic Impacts,” there is a discussion about how lower-income drivers may lack a credit card or a bank account and thus experience difficulty in obtaining a toll tag. In response to this potential impact, Page 2-100 states that Riverside County Transportation Commission would implement an extensive program similar to that implemented by Orange County Transportation Authority for SR-91 express lanes, to allow customers to obtain a toll tag and pay the fees in several ways. However, the EA does not list this as a mitigation commitment.

#### ***Recommendation:***

- Please revise the Environmental Justice section to include a mitigation measure to reduce possible significant impacts from a tolling program. For example, the recommendation for the Riverside County Transportation Commission program (similar to that implemented by Orange County Transportation Authority for SR-91 express lanes) to allow customers to obtain a toll tag and pay the fees in several ways is stated on Page 2-100, and could be included as a mitigation commitment in the Final EA.

### **Impacts to Aquatic Resources**

The construction of the project will involve impacts to a number of jurisdictional wetlands and waters, including the Santa Ana River. The Santa Ana River is a major system with significant stretches of dense riparian vegetation, which is habitat for protected species, including the federally and state-listed as endangered Least Bell’s Vireo. High priority should be given to avoidance of both temporary and permanent impacts to such unique and high value aquatic resources in a primarily arid region. While the Draft EA provides estimates of impacts based upon the findings of the Jurisdictional Delineation Report, quantification of project impacts to aquatic resources should ultimately be based upon an approved Army Corps of Engineers (Corps) jurisdictional determination.

Mitigation ratios should be determined by completing the Corps’ South Pacific Division Standard Operating Procedures for the Determination of Mitigation Ratios. The results of this analysis will serve as the basis for scaling the compensatory mitigation and assessing whether the proposed compensatory mitigation adequately offsets the anticipated loss of aquatic resource area and function. Additionally, mitigation for impacts to jurisdictional waters that are determined to be unavoidable must be consistent with the Corps/EPA mitigation rule (40 CFR 230.91-98).

#### ***Recommendations:***

- Identify any avoidance/minimization of impacts to waters achieved through project design refinements or proposed reductions of in-stream work.
- Provide any supplemental information regarding wetlands and waters in the project corridor to the Corps at the earliest possible date in order to facilitate coordination regarding further avoidance and minimization of impacts, as well as mitigation for any impacts determined to be unavoidable.
- Consider directing mitigation towards restoration, enhancement and long-term protection of aquatic resources in the Santa Ana river watershed.
- At a minimum, address in the Final EA the following components of compensatory mitigation for impacts to waters and wetlands:
  - Mitigation type, amount, and location, including through purchase of credits at available and appropriate mitigation banks or in-lieu fee program
  - Watershed approach used to identify mitigation

- Use of preservation and buffers
- Long term preservation (e.g., conservation easements) and management of the sites

### **Climate Change**

The Draft EA states that neither EPA nor FHWA have issued guidance or methods to conduct project-level greenhouse gas (GHG) analysis; however, the Council on Environmental Quality released revised draft guidance in December 2014 that describes how Federal departments and agencies should consider the effects of GHG emissions and climate change in their NEPA reviews. EPA recommends that Caltrans review that guidance and see whether the draft guidance can be used to help outline the framework for its analysis of these issues.

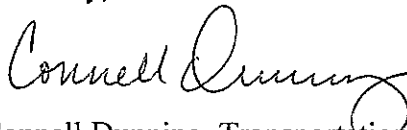
EPA appreciates the analysis included in the California Environmental Quality Act (CEQA) Evaluation chapter of the Draft EA and encourages Caltrans to include this information as a part of the NEPA review. We support Caltrans' efforts to reduce energy consumption and GHG emissions. As Caltrans continues to assess the risks to transportation facilities from climate change effects, we encourage Caltrans to adapt the design standards of this project to mitigate any effects.

### ***Recommendations:***

- We believe the Council on Environmental Quality's December 2014 guidance discussed above outlines a reasonable approach, and we recommend that Caltrans use that draft guidance to help outline the framework for its analysis of these issues.
- EPA encourages Caltrans to include the information in the CEQA Evaluation chapter as a part of the NEPA review.
- EPA encourages Caltrans to adapt the design standards of this project to mitigate climate change effects as feasible.

We appreciate the opportunity to review this Draft EA. When the Final EA is released for public review, please send a copy to the address above (mail code: ENF-4-2). If you have any questions, please contact me at (415) 947-4161, or Debbie Lowe Liang, the lead reviewer for this project, at (415) 947-4155 or [lowe.debbie@epa.gov](mailto:lowe.debbie@epa.gov).

Sincerely,



Connell Dunning, Transportation Team Leader  
Environmental Review Section

Enclosure: South Coast Air Quality Management District, letter re: Request to U.S. EPA to Reclassify the South Coast Air Basin as Serious Nonattainment for the 24-hour PM<sub>2.5</sub> National Ambient Air Quality Standard (NAAQS), dated July 28, 2015

cc (via email): Brenda Powell-Jones, Caltrans Headquarters  
Ian MacMillian, South Coast Air Quality Management District  
Veronica Li, Army Corps of Engineers



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

*Office of the Executive Officer  
Barry R. Wallerstein, D.Env  
909.396.2100, fax 909.396.3340*

July 28, 2015

Ms. Elizabeth Adams  
Acting Director, Air Division  
U.S. Environmental Protection Agency - Region IX  
75 Hawthorne Street  
San Francisco, CA 94105

Re: Request to U.S. EPA to Reclassify the South Coast Air Basin as Serious Nonattainment for the 24-hour PM<sub>2.5</sub> National Ambient Air Quality Standard (NAAQS)

In December 2012, the South Coast Air Quality Management District (SCAQMD) Governing Board adopted the 2012 Air Quality Management Plan (AQMP) demonstrating attainment of the 24-hour PM<sub>2.5</sub> NAAQS ( $35 \mu\text{g}/\text{m}^3$ ) followed by a Supplement to the 24-hour PM<sub>2.5</sub> State Implementation Plan (SIP) for the South Coast Air Basin (Basin), approved in February 2015, demonstrating attainment by 2015 under Clean Air Act (CAA), Title 1, Part D, Subpart 4.

As discussed in previous correspondence with U.S. EPA, attainment of the NAAQS cannot be achieved without significant additional reductions in federal source emissions. Meeting the 8-hour ozone standards, for example, requires up to 65-75 percent reduction in NO<sub>x</sub> emissions. 80 percent of the NO<sub>x</sub> emissions are generated by mobile sources, many of which are preempted from state or local regulation ("federal sources"). In 2012, federal sources generated approximately 19 percent of the total NO<sub>x</sub> emissions in the Basin and will constitute an estimated 29 percent of total NO<sub>x</sub> emissions by 2032. SCAQMD acknowledges the significant air quality benefits accomplished with NO<sub>x</sub> and fuel sulfur requirements imposed on ships operating in coastal Emission Control Areas, but it is critical that further emission reductions are achieved from other federal sources, such as railroads, aircraft, and interstate heavy-duty trucks. More specifically, new federal engine emission standards (0.02 g/bhp-hr NO<sub>x</sub> for heavy-duty on-road engines), additional authority provided to the states, and federal funding for faster deployment of new clean technologies are essential for attainment of the ozone and particulate standards in the South Coast Air Basin. Attainment will not be possible without federal actions in these areas. If sufficient federal actions are not taken, states should not be held accountable for emissions that they have no authority to control. Please view <https://youtu.be/AF0pUSoUG9w> from our July Governing Board meeting, where Board Members express great frustration regarding the lack of federal mobile source controls needed for compliance with the Clean Air Act in Southern California.

The Mira Loma air quality monitoring station is the only location in the Basin that exceeds the 24-hour PM<sub>2.5</sub> NAAQS, and preliminary ambient 24-hour PM<sub>2.5</sub> measurements at that station for the

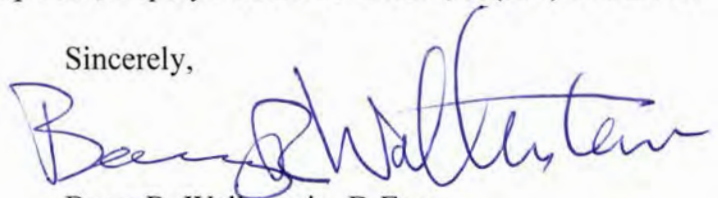
first quarter of 2015 (*see Attachment 1*) indicate that the Basin will not attain the NAAQS by the moderate area statutory deadline of 2015. Even considering only 1<sup>st</sup> quarter 2015 measurements, the 98<sup>th</sup> percentile of the 2015 24-hour PM<sub>2.5</sub> mass at the Mira Loma location is 41 µg/m<sup>3</sup>, producing a 3-year design value at a minimum of 39 µg/m<sup>3</sup>, thus exceeding the NAAQS. The inability to attain the NAAQS is largely due to the lack of rain days in January and February of 2014 and 2015, which experienced 33 percent of the average rainfall.

Under the CAA Subpart 4, Section 188(b)(1), the U.S. EPA may reclassify as a Serious nonattainment area any area that cannot practicably attain the NAAQS by the attainment date. This letter serves as the formal request to U.S. EPA to reclassify the South Coast Air Basin as a Serious nonattainment area for the 24-hour PM<sub>2.5</sub> NAAQS based on the monitoring data indicating attainment is not practicable by the attainment date. Staff requests that EPA take this action at the same time as it acts on the 2012 PM<sub>2.5</sub> SIP and 2015 Supplement. SCAQMD staff is also requesting that U.S. EPA approve any applicable elements in the Moderate SIP submitted previously and consider the data submitted herewith in conjunction with the 2012 and 2015 submittals as a demonstration that the area cannot practicably attain by the Moderate area date.

SCAQMD recognizes that more stringent Serious area requirements would apply, including requirements to implement Best Available Control Measures/ Best Available Control Technology, a lower major source threshold (from 100 tons per year to 70 tons per year), and an update to the Reasonable Further Progress (RFP) analysis. A full analysis for implementation of these requirements and a demonstration to ensure attainment as expeditiously as practicable, but not beyond December 31, 2019, will be included in the 2016 AQMP, which is also addressing the annual PM<sub>2.5</sub> NAAQS.

SCAQMD is committed to meeting the NAAQS in our region and providing the public a healthy environment and economy in the process. However, without fair share reductions from federal sources, the burden is being unfairly placed on local sources. If you have any questions, please feel free to contact me at (909) 396-2100 or Dr. Philip Fine, Deputy Executive Officer, at (909) 396-2239.

Sincerely,



Barry R. Wallerstein, D.Env.  
Executive Officer

Attachment: Mira Loma PM<sub>2.5</sub> Data

cc: Richard Corey, CARB  
Wienke Tax, U.S. EPA, Region IX  
Philip Fine, SCAQMD  
Barbara Baird, SCAQMD

## ATTACHMENT 1

**Table A1:** Days exceeding the 24-hour PM<sub>2.5</sub> federal standard at the Mira Loma air monitoring station in the first quarter of 2015 with Federal Reference Method (FRM) measurements

Sample Date	Mira Loma 24-Hour PM <sub>2.5</sub> Mass (µg/m <sup>3</sup> ) <sup>*</sup>	Rank
1/20/2015	56.6	1
1/1/2015	55.0	2
1/10/2015	50.0	3
2/4/2015	49.9	4
1/4/2015	47.5	5
2/19/2015	43.7	6
1/19/2015	43.2	7
<b>2/5/2015</b>	<b>41.0</b>	<b>8</b>
2/20/2015	40.1	9
1/8/2015	39.7	10
1/14/2015	39.5	11
1/2/2015	38.5	12
2/17/2015	38.5	12
2/6/2015	38.1	14
1/9/2015	37.2	15
1/11/2015	37.2	15
2/3/2015	36.2	17

<sup>\*</sup> Preliminary data, subject to change in the validation process

**Table A2:** Mira Loma annual 98th percentile PM<sub>2.5</sub> concentrations and 3-year design values for 2010 through 2014 and for 2015<sup>\*</sup> with first quarter data

Year	Mira Loma 98th Percentile 24-Hour PM <sub>2.5</sub> Mass (µg/m <sup>3</sup> )	Mira Loma 24-Hour PM <sub>2.5</sub> 3-Year Design Value (µg/m <sup>3</sup> )
2010	36.1	41
2011	36.6	38
2012	35.1	36
2013	37.5	36
2014	40.0	38
<b>2015 1<sup>st</sup> Quarter<sup>*</sup></b>	<b>41.0</b>	<b>39</b>

<sup>\*</sup> Preliminary data, subject to change in the validation process



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street  
San Francisco, CA 94105-3901

November 22, 2019

Shawn Oriaz  
Senior Environmental Planner  
California Department of Transportation, District 8  
Environmental Studies "C"  
464 W. 4th Street, MS 827  
San Bernardino, California 92401-1400

Subject: Scoping Comments for the I-15 Express Lanes Project - Southern Extension, Riverside County, California

Dear Mr. Oriaz:

The U.S. Environmental Protection Agency has reviewed the scoping notice for the I-15 Express Lanes Project - Southern Extension, Riverside County, California. Our review is pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

The proposed project would add two new express lanes in each direction along roughly 14 miles of the I-15 between Cajalco Road and SR-74. These lanes would extend the I-15 Express Lanes between Cajalco Road and SR-60, which are currently under construction. We recommend that Caltrans consider the attached detailed scoping comments while preparing the Draft EA for this project. We have also attached our August 28, 2015 comment letter on the I-15 Express Lanes Project Draft EA in the event that Caltrans determines them to be useful.

We appreciate the opportunity to review this scoping notice and are available to discuss our comments. When the Draft EA is available, please send one electronic copy to our office at the above address (mail code: TIP-2). If you have any questions, please feel free to contact me at 415-972-3504 or [capilla.morgan@epa.gov](mailto:capilla.morgan@epa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Morgan Capilla".

Morgan Capilla  
Environmental Review Branch

Enclosures: EPA's Detailed Scoping Comments  
EPA Comments on the I-15 Express Lanes Project Draft EA, August 28, 2015

Electronic copy: Brenda Powell-Jones, Caltrans  
Veronica Li, U.S. Army Corps of Engineers

**EPA DETAILED SCOPING COMMENTS FOR THE I-15 EXPRESS LANES PROJECT - SOUTHERN  
EXTENSION, RIVERSIDE COUNTY, CALIFORNIA, NOVEMBER 22, 2019**

**Purpose and Need**

The Purpose and Need statement provides Caltrans with the opportunity to explain the underlying purpose and need to which they are responding in proposing the alternatives, including the proposed action. The EPA recommends that the Purpose and Need statement focus on the desired outcomes of the project (e.g., to relieve congestion or improve traffic operations), rather than methods to address the desired outcomes (e.g., increase capacity).

**Project Scope and Independent Utility**

We recommend that the Draft EA clearly demonstrate the independent utility of the proposed project within its current geographic limits as it relates to the project's need. If the proposed project's need cannot be met without other planned projects, we recommend that the scope of the project be expanded accordingly, since these would be considered connected and similar actions (40 CFR 1508.25).

**Air Quality**

The project would be located within a federal nonattainment area for ozone (extreme) and PM<sub>2.5</sub> (serious). The project area is also designated as a maintenance area for PM<sub>10</sub> and carbon monoxide. Given the region's poor air quality, it is important that the Draft EA provide a detailed discussion of potential air quality impacts and methods to reduce those impacts. In the Draft EA, describe ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards, and criteria pollutant nonattainment and maintenance areas. Include a thorough analysis of impacts, including indirect and cumulative impacts, from the proposed project. Provide air monitoring data, any anticipated exceedances of NAAQS, and estimates of all criteria pollutant emissions. Discuss potential air quality impacts in the context of conformity requirements and associated State Implementation Plans. Demonstrate that the project is included in a conforming transportation plan and a transportation improvement program, and that the emissions from both construction and operational phases of the project conform to the applicable State Implementation Plans. Disclose health risks associated with emissions, sensitive receptors in the vicinity of the project area, and how the proposed project would affect current emission levels. Include information about current and anticipated emissions at interim and full build phases of the proposed improvements. Describe specific commitments to mitigate emissions. Include an estimate of the air quality benefits and reduced health effects that would result from each mitigation measure proposed in the Draft EA. Identify any specific mitigation measures considered for sensitive populations (e.g., schools, daycare facilities, hospitals, senior centers, etc.). Describe the enforcement plan that would be implemented to ensure that the added lanes would be restricted for high occupancy/toll use.

***Construction Emissions***

In the Draft EA, include a list of all mitigation measures to be implemented as part of the construction emissions mitigation plan developed for the project. In addition to measures necessary to meet all applicable local, state, and federal requirements, the EPA recommends the following mitigation measures be included in the construction emissions mitigation plan:

**Fugitive Dust Source Controls**

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both active and inactive sites during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate and operate water trucks for stabilization of surfaces under windy conditions.

The EPA recommends that the Draft EA identify project segments and/or areas that may have potential hot spot impacts, such as: (1) project segments with the closest sensitive receptors; (2) project segments with the largest increases in vehicle miles traveled or highest baseline emissions; and (3) project segments with the largest emissions changes and distance reductions to sensitive receptors and residential areas. We also recommend that the Draft EA analyze MSAT emissions to determine potential exposure for the residences and other sensitive receptors. If significant MSAT impacts are identified, include appropriate mitigation or design changes to reduce potential operational impacts.

#### *Greenhouse Gas Emissions*

The EPA recommends that the Draft EA estimate the direct and indirect greenhouse gas emissions that would result from the proposed project and its alternatives. Estimated GHG emissions levels can serve as a basis of comparison for impacts among alternatives and appropriate mitigation measures. In the Draft EA, include a description of potential changes in the affected environment that may result from elevated GHG levels. Including future climate scenarios can provide context for the proposal and its impacts and whether those could be affected by climate change. We also recommend that the Draft EA identify and consider measures to avoid or reduce GHG emissions associated with the proposed project, and disclose the estimated GHG reductions associated with the proposed mitigation measures. We encourage Caltrans to incorporate measures to improve resiliency within the project's design where appropriate.

#### **Impacts to Waters**

According to the scoping notice, the proposed project would require a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers. We recommend that the Draft EA include a detailed discussion of anticipated impacts to wetlands and other jurisdictional waters. Describe the classification of waters and the geographic extent of waters and adjacent riparian areas. Characterize the functional condition of waters and adjacent riparian areas. Characterize the hydrologic linkage to any impaired water bodies near the project area. Provide a summary of the project's impacts to water quality and/or hydrology. Quantify temporary and permanent direct and indirect impacts to waters of the U.S. for each alternative (e.g., acres of waters impacted). We recommend that the Draft EA report these numbers in table form for each impacted water and wetland feature. Identify measures and modifications that would be taken to avoid and minimize impacts to water resources. Including this information in the Draft EA can assist Caltrans in demonstrating compliance with CWA Guidelines.

#### **Environmental Justice**

Executive Order 12898<sup>4</sup> directs federal agencies to pursue environmental justice to the greatest extent possible by identifying and addressing any disproportionately high and adverse human health or environmental effects that the agency's programs, policies, or activities may have on minority and low-income populations. The memorandum accompanying the EO highlights both NEPA and the Civil Rights Act of 1964 as examples of existing statutory authorities that can be used to address environmental justice. The Council on Environmental Quality issued guidance<sup>5</sup> to address EJ in the environmental review process. *Promising Practices for Environmental Justice Methodologies in NEPA Reviews*<sup>6</sup> may also serve as a useful resource during the environmental review process. This document is a compilation of methodologies from current agency practices identified by the NEPA Committee of the Federal Interagency Working Group on Environmental Justice. The document focuses on the interface

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<sup>4</sup> Available at: <https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf>

<sup>5</sup> Council on Environmental Quality. (1997). Environmental Justice: Guidance Under the National Environmental Policy Act. Available at: [https://www.epa.gov/sites/production/files/2015-02/documents/ej\\_guidance\\_nepa\\_ceq1297.pdf](https://www.epa.gov/sites/production/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf)

<sup>6</sup> Available at: [https://www.epa.gov/sites/production/files/2016-08/documents/nepa\\_promising\\_practices\\_document\\_2016.pdf](https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf)



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

August 28, 2015

James Shankel, Senior Environmental Planner  
California Department of Transportation  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor, MS 827  
San Bernardino, California 92401-1400

Subject: Draft Environmental Assessment for the Interstate 15 Express Lanes Project, Riverside County

Dear Mr. Shankel:

The U.S. Environmental Protection Agency (EPA) has reviewed the above-referenced document 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 provides the following recommendations to be considered prior to making a determination regarding the significance of potential impacts from the proposed project. Addressing the recommendations may assist Caltrans in determining whether a "Finding of No Significant Impact" will result at the completion of the Environmental Assessment (EA) process. We appreciate the opportunity to review the Draft EA and are available to discuss our recommendations further.

**Air Quality – National Ambient Air Quality Standards**

The project area has the highest concentration of particulate matter smaller than 2.5 micrometers in diameter (PM<sub>2.5</sub>) in the South Coast Air Basin. Based on preliminary data, the 2015 24-hour value will likely be even higher (see attached letter). EPA recommends that the EA be updated to both emphasize the status of the PM<sub>2.5</sub> concentrations near the project area and identify mitigation to further reduce potential impacts. Since this project is located in an area that is designated as extreme nonattainment for 8-hour and 1-hour ozone and moderate nonattainment for the 1997, 2006, and 2012 PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS) as well as maintenance for CO and PM<sub>10</sub>, it is critically important that impacts to air quality be accurately analyzed, disclosed, and reduced as much as possible.

**Recommendations:**

- Include additional mitigation measures in Chapter 2.2.6 Air Quality, including the following as applicable:
  - Meet and ideally go beyond EPA and CARB requirements for in-use diesel engines and equipment, particularly for non-road construction fleets.
  - Insure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. EPA Tier 4 standards for non-road engines.
  - Implement a strong anti-idling policy at *all* construction sites for this project.
  - Solicit construction bids that include use of energy and fuel-efficient fleets and zero-emission technologies.
  - Provide training for contractors and their employees on air quality impacts from construction activities and potential health risks to nearby receptors, and ways to

Alternative. Please also correct the statement on page 3-16 of the Air Quality Report which begins with "In summary..." to reflect this change.

Page 2-277 of the Draft EA discusses the possibility of localized increases in MSAT emissions, and states the localized increases in MSAT emissions would likely be most pronounced along the I-15 mainline under the Build Alternative. However, the Draft EA does not discuss what impacts receptors would experience directly adjacent to the construction sites and how this compares with the impacts residents currently experience in the absence of an adjacent high-intensity construction project. EPA recommends that Caltrans consider additional mitigations to reduce potential impacts to nearby residential areas and sensitive receptors, as suggested above.

Appendix E of the Air Quality Report contains a discussion regarding how air toxics analysis is an emerging field and current scientific techniques, tools, and data are not sufficient to estimate accurately the human health effects that would result from a transportation project in a way that would be useful to decision-makers. EPA believes that current risk assessment techniques are very useful for decision making purposes. We look forward to continued discussion with Caltrans to discuss how best to use existing and emerging research, techniques and tools to best support decision making in NEPA documents.

#### **Health Effects – Children’s Health**

Executive Order 13045 on Children’s Health and Safety directs each Federal agency, to the extent permitted by law, to make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and to ensure that its policies, programs, activities, and standards address these risks. Analysis and disclosure of these potential effects under NEPA is recommended because some physiological and behavioral traits of children render them more susceptible and vulnerable than adults to environmental health and safety risks. Although the Draft EA identifies communities and schools located near the proposed project area, the Draft EA does not clearly describe the potential direct, indirect, and cumulative impacts of the project on children’s health.

#### ***Recommendations:***

- In order to identify additional mitigation measures to reduce possible impacts to children within the project vicinity, EPA recommends that Caltrans evaluate the potential direct, indirect, and cumulative health impacts of the construction and operation of the project alternative on children’s health. Obtain and discuss relevant health data (e.g., asthma data) for children living near the proposed project area, if available. The analysis could include the following:
  - Potential respiratory impacts, including asthma, from air pollutant emissions and generation of fugitive dust;
  - Potential noise impacts to health and learning, especially in areas where the alternatives are located near homes, schools, childcare centers, and parks; and
  - Potential impacts from the use of chemicals, such as dust suppressants, and hazardous materials to children living near the proposed project areas.
- Consider the following sources for identifying mitigation measures to reduce impacts from the proposed project’s construction and operation to schools and child care centers near the proposed project area: EPA’s School Siting Guidelines (<http://www.epa.gov/schools/guidelinestools/siting/>), and EPA’s Voluntary Guidelines for States: Development and Implementation of a School Environmental Health Program (<http://www.epa.gov/schools/guidelinestools/ehguide/>). Engage local school districts, child care providers, and others to discuss mitigation measures.

- Use of preservation and buffers
- Long term preservation (e.g., conservation easements) and management of the sites

### **Climate Change**

The Draft EA states that neither EPA nor FHWA have issued guidance or methods to conduct project-level greenhouse gas (GHG) analysis; however, the Council on Environmental Quality released revised draft guidance in December 2014 that describes how Federal departments and agencies should consider the effects of GHG emissions and climate change in their NEPA reviews. EPA recommends that Caltrans review that guidance and see whether the draft guidance can be used to help outline the framework for its analysis of these issues.

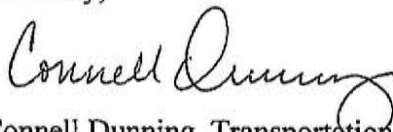
EPA appreciates the analysis included in the California Environmental Quality Act (CEQA) Evaluation chapter of the Draft EA and encourages Caltrans to include this information as a part of the NEPA review. We support Caltrans' efforts to reduce energy consumption and GHG emissions. As Caltrans continues to assess the risks to transportation facilities from climate change effects, we encourage Caltrans to adapt the design standards of this project to mitigate any effects.

### ***Recommendations:***

- We believe the Council on Environmental Quality's December 2014 guidance discussed above outlines a reasonable approach, and we recommend that Caltrans use that draft guidance to help outline the framework for its analysis of these issues.
- EPA encourages Caltrans to include the information in the CEQA Evaluation chapter as a part of the NEPA review.
- EPA encourages Caltrans to adapt the design standards of this project to mitigate climate change effects as feasible.

We appreciate the opportunity to review this Draft EA. When the Final EA is released for public review, please send a copy to the address above (mail code: ENF-4-2). If you have any questions, please contact me at (415) 947-4161, or Debbie Lowe Liang, the lead reviewer for this project, at (415) 947-4155 or [lowe.debbie@epa.gov](mailto:lowe.debbie@epa.gov).

Sincerely,



Connell Dunning, Transportation Team Leader  
Environmental Review Section

Enclosure: South Coast Air Quality Management District, letter re: Request to U.S. EPA to Reclassify the South Coast Air Basin as Serious Nonattainment for the 24-hour PM<sub>2.5</sub> National Ambient Air Quality Standard (NAAQS), dated July 28, 2015

cc (via email): Brenda Powell-Jones, Caltrans Headquarters  
Ian MacMillian, South Coast Air Quality Management District  
Veronica Li, Army Corps of Engineers



## South Coast Air Quality Management District

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*Office of the Executive Officer  
Barry R. Wallerstein, D. Env  
909.396.2100, fax 909.396.3340*

July 28, 2015

Ms. Elizabeth Adams  
Acting Director, Air Division  
U.S. Environmental Protection Agency - Region IX  
75 Hawthorne Street  
San Francisco, CA 94105

Re: Request to U.S. EPA to Reclassify the South Coast Air Basin as Serious Nonattainment for the 24-hour PM<sub>2.5</sub> National Ambient Air Quality Standard (NAAQS)

In December 2012, the South Coast Air Quality Management District (SCAQMD) Governing Board adopted the 2012 Air Quality Management Plan (AQMP) demonstrating attainment of the 24-hour PM<sub>2.5</sub> NAAQS (35  $\mu\text{g}/\text{m}^3$ ) followed by a Supplement to the 24-hour PM<sub>2.5</sub> State Implementation Plan (SIP) for the South Coast Air Basin (Basin), approved in February 2015, demonstrating attainment by 2015 under Clean Air Act (CAA), Title 1, Part D, Subpart 4.

As discussed in previous correspondence with U.S. EPA, attainment of the NAAQS cannot be achieved without significant additional reductions in federal source emissions. Meeting the 8-hour ozone standards, for example, requires up to 65-75 percent reduction in NO<sub>x</sub> emissions. 80 percent of the NO<sub>x</sub> emissions are generated by mobile sources, many of which are preempted from state or local regulation ("federal sources"). In 2012, federal sources generated approximately 19 percent of the total NO<sub>x</sub> emissions in the Basin and will constitute an estimated 29 percent of total NO<sub>x</sub> emissions by 2032. SCAQMD acknowledges the significant air quality benefits accomplished with NO<sub>x</sub> and fuel sulfur requirements imposed on ships operating in coastal Emission Control Areas, but it is critical that further emission reductions are achieved from other federal sources, such as railroads, aircraft, and interstate heavy-duty trucks. More specifically, new federal engine emission standards (0.02 g/bhp-hr NO<sub>x</sub> for heavy-duty on-road engines), additional authority provided to the states, and federal funding for faster deployment of new clean technologies are essential for attainment of the ozone and particulate standards in the South Coast Air Basin. Attainment will not be possible without federal actions in these areas. If sufficient federal actions are not taken, states should not be held accountable for emissions that they have no authority to control. Please view <https://youtu.be/AF0pUSoUG9w> from our July Governing Board meeting, where Board Members express great frustration regarding the lack of federal mobile source controls needed for compliance with the Clean Air Act in Southern California.

The Mira Loma air quality monitoring station is the only location in the Basin that exceeds the 24-hour PM<sub>2.5</sub> NAAQS, and preliminary ambient 24-hour PM<sub>2.5</sub> measurements at that station for the

## ATTACHMENT 1

**Table A1:** Days exceeding the 24-hour PM<sub>2.5</sub> federal standard at the Mira Loma air monitoring station in the first quarter of 2015 with Federal Reference Method (FRM) measurements

Sample Date	Mira Loma 24-Hour PM <sub>2.5</sub> Mass ( $\mu\text{g}/\text{m}^3$ ) <sup>*</sup>	Rank
1/20/2015	56.6	1
1/1/2015	55.0	2
1/10/2015	50.0	3
2/4/2015	49.9	4
1/4/2015	47.5	5
2/19/2015	43.7	6
1/19/2015	43.2	7
<b>2/5/2015</b>	<b>41.0</b>	<b>8</b>
2/20/2015	40.1	9
1/8/2015	39.7	10
1/14/2015	39.5	11
1/2/2015	38.5	12
2/17/2015	38.5	12
2/6/2015	38.1	14
1/9/2015	37.2	15
1/11/2015	37.2	15
2/3/2015	36.2	17

<sup>\*</sup> Preliminary data, subject to change in the validation process

**Table A2:** Mira Loma annual 98th percentile PM<sub>2.5</sub> concentrations and 3-year design values for 2010 through 2014 and for 2015<sup>\*</sup> with first quarter data

Year	Mira Loma 98th Percentile 24-Hour PM <sub>2.5</sub> Mass ( $\mu\text{g}/\text{m}^3$ )	Mira Loma 24-Hour PM <sub>2.5</sub> 3-Year Design Value ( $\mu\text{g}/\text{m}^3$ )
2010	36.1	41
2011	36.6	38
2012	35.1	36
2013	37.5	36
2014	40.0	38
<b>2015 1<sup>st</sup> Quarter<sup>*</sup></b>	<b>41.0</b>	<b>39</b>

<sup>\*</sup> Preliminary data, subject to change in the validation process

## **Comments Received During I-15 ELPSE Scoping Period October 21, 2019 - November 22, 2019 - At Public Scoping Meetings on November 12, 13, and 14, 2019**

- **Court reporter transcriptions of individual attendees that provided verbal comments to reporter and comment cards submitted by individuals and public agencies that attended**

RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
CITY OF CORONA INTERSTATE 15 EXPRESS LANES PROJECT  
SOUTHERN EXTENSION PUBLIC HEARING

Public Hearing in the Matter of: )  
Riverside County Transportation )  
Commission )

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Transcript of Proceedings  
Corona, California  
Tuesday, November 12, 2019

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Reported by:  
EILEEN ELDRIDGE  
HEARING REPORTER

RIVERSIDE COUNTY TRANSPORTATION COMMISSION CITY OF  
CORONA INTERSTATE 15 EXPRESS LANES PROJECT SOUTHERN  
EXTENSION PUBLIC HEARING

Public Hearing in the Matter of: )  
Riverside County Transportation )  
Commission )

Transcript of Proceedings, taken at  
22950 Claystone Avenue, Corona, California,  
beginning at 5:30 p.m. and ending at 8:16 p.m.  
on Tuesday, November 12, 2019, reported by  
Eileen Eldridge, Hearing Reporter.

1 APPEARANCES:

2  
3 Public Speakers:

[REDACTED]

4 [REDACTED]

5 [REDACTED]

6 [REDACTED]

7 [REDACTED]

8 [REDACTED]

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1 Corona, California, Tuesday, November 12, 2019

2 5:30 p.m.

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4  
5 [REDACTED] Because of the increase  
6 development of Trilogy and Paramour, the Speedway  
7 Project, on -- which is the shopping center. The  
8 increase down south of Indian Truck Trail -- we would  
9 love to have TVMAC, which is short for Temescal Valley  
10 Municipal Advisory Counsel. We would love to see on the  
11 new express lanes ingress and egress off the new express  
12 lanes roughly around Temescal Canyon Road and Campbell  
13 Ranch Road.

14 I would love to see a tie-in through  
15 Temescal Canyon Road north of the 15 Freeway, possibly  
16 into a new ingress and egress directly into the new  
17 express lanes.

18 [REDACTED] [REDACTED] I'm a  
19 county resident. I live in Trilogy, which is a 55 and  
20 over residential area about three miles from here. I  
21 moved here three years ago, approximately, from Northern  
22 California. And I'm just alarmed and dismayed how bad  
23 traffic is between El Cerrito and Cajalco,  
24 C-a-j-a-l-c-o.

25 But I'm kind of shocked that the environmental

1 study isn't going take place until five years from now,  
2 which is long time from now. I mean, if the powers to  
3 be, and there comes a day, and look at the traffic at  
4 3:30 and 7:30. I think this is long ways to try to  
5 expedite the urgency for this extension between Cajalco  
6 and Lake Elsinore.

7 As a citizen, as a resident, as a taxpayer, I  
8 just want to express myself that I think it's really  
9 vital that this whole process be expedited to the best  
10 of somebody's ability. I mean, the powers to be have to  
11 come to realize how bad this is.

12 That's it.

13 [REDACTED] My concerns are that it is going  
14 be too expensive for us, the residents that live in this  
15 area to be paying for toll roads. Besides that, I see  
16 the traffic going south to Murrieta, Temecula or  
17 Lake Elsinore -- what is the plan, you know, to extend  
18 from Cajalco to Lake Elsinore to Ortega Highway? And  
19 for now, I don't see that much traffic going south or  
20 coming north from Temescal Valley exit all way to the  
21 74. I don't think it's justifiable.

22 My other concern is that we are paying taxes  
23 and we're paying a lot of taxes, for what? Those taxes  
24 are supposed to be used to improve the road and to open  
25 new lanes, not to force us, the residents of the area,

1 to pay for the construction of the toll lanes.

2 [REDACTED] Well, my concerns are the toll  
3 lanes will only benefit those that are willing to pay  
4 whatever price they're going to charge. And no one else  
5 in general purpose lanes are going to benefit. It's not  
6 going to reduce the amount of congestion in the general  
7 purpose lanes.

8 [REDACTED] I've lived here 25 years, since  
9 '94. When I moved here, you get on the 15 Freeway and  
10 go any direction 24/7. I don't remember the exact year,  
11 but the somewhere back in the 90s, there was a problem  
12 on the 450. Something happened. And they directed all  
13 the big rigs to come up on the 91 to get on the 15 to go  
14 south to San Diego.

15 Ever since then, we do not have a freeway. We  
16 have a truck lane. It's three lanes wide. I'm going to  
17 explain this to you like I explain it to everybody else.  
18 I don't want you to take this personally. We have three  
19 lanes out there; right? The trucks take up two. What  
20 does leave us? Three lanes? One. That's what we get.  
21 I'm not mad at you.

22 You can't get around the trucks, because it  
23 takes one jerk, whether he's in a four-wheel drive  
24 monster or a Prius, to pull up beside a big rig and  
25 park. And I've had it happen many times.

1           Ever since they rebuilt the 91 interchange, you  
2 cannot go north. It's a 35-to-45-minute drive to the  
3 91 Freeway. That's how they fixed it for us. I don't  
4 know what to say about that, other than it's a joke.  
5 What they did over there may have been beautiful on  
6 paper, but when it comes to traffic, it's a can of  
7 worms.

8           I would love to see them do a traffic flow  
9 count for people on the bridge or whatever, and count  
10 the cars. I've seen it done before. I don't think they  
11 have any idea the amount of traffic that flows north on  
12 the 15 during rush hour or south during rush hour. It's  
13 a disaster.

14           Okay. There's -- right now as it exists,  
15 there's five lanes going north. Because of the trucks  
16 that are going straight through, staying on the 15,  
17 you've got trucks on two outside lanes getting onto the  
18 91, and trucks in the two other lanes going straight up  
19 north.

20           Once, again, leaving one lane for everybody  
21 else to try to go north. The trucks -- something has  
22 got to get done about the trucks. I know they have a  
23 legal right to be there, and they have a legal right to  
24 use two lanes. But it was supposed to be, if I remember  
25 my traffic rules, they were allowed to pass one another.

1 And now they -- they don't bother you. They just use  
2 both lanes.

3 I would like to see something done, if the  
4 highway patrol can do anything legally. Other  
5 arguments, coming south from the 91, it's six lanes down  
6 to five, down to four, down to three at El Cerrito.  
7 From El Cerrito to Temescal Canyon, it's three lanes.  
8 And all they're going to do to help us is add in two  
9 express lanes. That's not going to help. The trucks  
10 are still going to own the regular portion of the  
11 freeway.

12 I can't use the express lane coming from the 91  
13 down to here. There's no on; there's no off. You know  
14 what I'm saying? So I have to be on the regular part of  
15 the freeway with the trucks. Something needs to get  
16 done. I don't know how, and I don't know who can do it,  
17 but if I had my druthers, I would like to kick somebody  
18 real hard where it would help.

19 I'll stop at that. I could go on and on, but I  
20 don't want to.

21 [REDACTED] So my first question is why does  
22 this have to be toll lane versus just a car carpool  
23 lane, which my federal dollar and taxes are paying for  
24 it and state taxes.

25 If it does, why can't we explore adding a

1 schedule to the toll roads or to the carpool lane, so  
2 during prime time hours it opens up to becomes a carpool  
3 lane. After prime time hours, it becomes a regular car  
4 lane.

5 Also, I think Caltrans or whoever this is  
6 should put dotted lines, white lines, instead of the  
7 solid lines so people can come in and out in the Bay  
8 Area, Orange County, so you can go in and out of that  
9 lane as you see fit.

10 What else do I have? I would like an exit lane  
11 on the 15, and between Indian Truck Trail and  
12 Temescal Canyon. There should be another exit lane that  
13 goes directly into Campbell Ranch Road.

14 Let's see. What else? Give me a minute.  
15 Well, why are we converting all ready paid for carpool  
16 lanes into toll lanes? It seems like we're being double  
17 taxed for that. My car registration, my taxes already  
18 paid for that carpool lane. Now, you're charging me for  
19 something I've already paid for. I don't agree with  
20 that.

21 What else? I got to look at the signs. I just  
22 wonder where they get some of these studies from when  
23 they're saying carpool lanes don't work. It doesn't  
24 work, because of the way they managed the lanes or the  
25 carpool lane?

1           Again, their solid line, so people can't get  
2 out when they need to. So the carpool solid line is 15  
3 miles long. If you want to get off on mile six, you  
4 know, I got to stay in the regular traffic that takes me  
5 out of that carpool lane, because I have to stay in the  
6 regular traffic because there's no exits in the carpool  
7 lane when you get out without breaking the law.

8           That was it. One more. The noise study that's  
9 going to happen. I already think the freeway is loud as  
10 it is. I don't even keep my windows. And I'm a mile  
11 away from the freeway. So is there a point where it's  
12 just too loud? Or it's just going to make some kind of  
13 mitigating plan to try to reduce the noise? Is there a  
14 point where it failed? That's my question. It's  
15 probably just too loud.

16           Is think it's a point of failure for noise. So  
17 what is that point? That's it.

18  
19           (Public meeting concluded at 8:15 p.m.)  
20  
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24  
25

## 1 HEARING REPORTER'S CERTIFICATE

2  
3 I, Eileen Eldridge, Hearing reporter, in  
4 and for the state of California, do hereby certify:

5 That the foregoing transcript of  
6 proceedings was taken before me at the time and place  
7 set forth, that the testimony and proceedings were  
8 reported stenographically by me and later transcribed by  
9 computer-aided transcription under my direction and  
10 supervision, that the foregoing is a true record of the  
11 testimony and proceedings taken at that time.

12 I further certify that I am in no way  
13 interested in the outcome of said action.

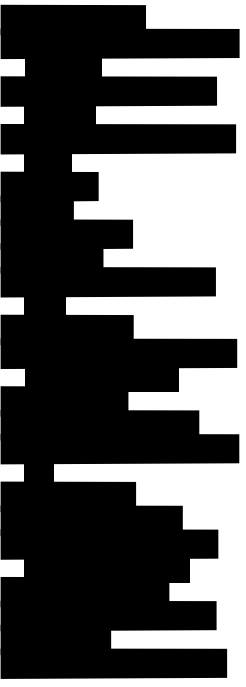
14 I have hereunto subscribed my name this  
15 17th day of November 2019.

16  
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18  
19 

20 EILEEN ELDRIDGE

21 HEARING REPORTER  
22  
23  
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[illegible]

	<hr/> <b>2</b> <hr/> <b>2019</b> 1:16 2:18 4:1 <b>22950</b> 2:16 <b>24/7</b> 6:10 <b>25</b> 6:8 <b>288-3376</b> 1:22 <hr/> <b>3</b> <hr/> <b>3:30</b> 5:4 <b>35-to-45-minute</b> 7:2 <hr/> <b>4</b> <hr/> <b>450</b> 6:12 <hr/> <b>5</b> <hr/> <b>5:30</b> 2:17 4:2 <b>55</b> 4:19 <hr/> <b>6</b> <hr/> <b>7</b> <hr/> <b>7:30</b> 5:4 <b>74</b> 5:21 <hr/> <b>8</b> <hr/> <b>8:15</b> 10:19 <b>8:16</b> 2:17 <b>800</b> 1:22 <hr/> <b>9</b> <hr/> <b>90s</b> 6:11 <b>91</b> 6:13 7:1,3,18 8:5,12 <b>94</b> 6:9 <hr/> <b>X</b> <hr/> <b>Y</b> <hr/> <b>year</b> 6:10 <b>years</b> 4:21 5:1 6:8 <hr/> <b>Z</b> <hr/> <b>0</b> <hr/> <b>1</b> <hr/> <b>12</b> 1:16 2:18 4:1 <b>15</b> 1:2 2:2 4:15 6:9,13 7:12,16 9:11 10:2			
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RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
CITY OF CORONA INTERSTATE 15 EXPRESS LANES PROJECT  
SOUTHERN EXTENSION PUBLIC HEARING

Public Hearing in the Matter of: )  
Riverside County Transportation )  
Commission. )  
)

**CERTIFIED COPY**

Transcript of proceedings  
Riverside, California  
Wednesday, November 13, 2019

Reported by:  
EILEEN ELDRIDGE  
HEARING REPORTER

RIVERSIDE COUNTY TRANSPORTATION COMMISSION CITY OF  
CORONA INTERSTATE 15 EXPRESS LANES PROJECT SOUTHERN  
EXTENSION PUBLIC HEARING

Public Hearing in the Matter of: )  
 )  
Riverside County Transportation )  
Commission. )  
 )

Transcript of Proceedings, taken at  
1800 Eagle Glen Parkway, Corona, California,  
beginning at 5:30 p.m. and ending at 8:07 p.m.  
on Wednesday, November 13, 2019, reported by  
Eileen Eldridge, Hearing Reporter.

1 APPEARANCES:

2  
3 Public Speakers:

[REDACTED]

4 [REDACTED]

5 [REDACTED]

6 [REDACTED]

7 [REDACTED]

8 [REDACTED]

9 [REDACTED]

10 [REDACTED]

1 Corona, California, Wednesday, November 13, 2019

2 5:30 p.m.

3  
4  
5 [REDACTED] I approve the freeway extension  
6 from Cajalco to Central in Lake Elsinore. And also 15  
7 and 91, all the way to Freeway 60. You know, on the 15  
8 but to Freeway 60. The widening of two extra toll roads  
9 on each side, I totally approve that, because I own  
10 property there.

11 [REDACTED] [REDACTED]. [REDACTED]  
12 [REDACTED]

13 And it's to build the extension into  
14 Lake Elsinore into Diamond Drive, do not stop at  
15 Central. Go to Diamond Drive, because that's where all  
16 the traffic is. And to build a -- how do I want to call  
17 it? To build an exit with a flyover onto Diamond Drive,  
18 so that people on the express lanes don't have to cut  
19 across the freeway just go up, like they did in  
20 San Diego, just go up and fly onto Diamond Drive. It  
21 will solve a gazillion problems.

22 No -- yeah. Build it so that on the express  
23 lanes, they are separated from the main freeway by the  
24 raised roadway, not the not poles, not those stupid  
25 poles -- you can put the word "stupid" in there -- so

1 that the roadway is raised so that the people can get on  
2 and cut off right there. You can't cheat. It's a much  
3 safer road. That's it for now. Thank you.

4 [REDACTED] I just have a comment. We live in  
5 Terramor, T-e-r-r-a-m-o-r. It's a new community in  
6 Temescal Valley, and we would like a sound barrier, but  
7 not a wall. When they build the road, they're going to  
8 be moving land, right, with the dirt? We would like a  
9 barrier from the sound from the freeway in a dirt form,  
10 not a wall made out of bricks that can be used as an art  
11 form by taggers.

12 So we're worried about graffiti. So we would  
13 like a sound barrier for the noise, because we don't  
14 want to be -- we want berm. You know, how they do at  
15 the beach. That's what we're looking for.

16 That will do it.

17 [REDACTED] When they started working on  
18 the Cajalco Bridge -- Cajalco Bridge, when you came over  
19 Cajalco Bridge, rumor was it that the developer paid for  
20 most of that. I don't know how true that is. He  
21 built -- all these homes he's building across from  
22 Stator Brothers, he had an extension and more lanes  
23 added for traffic. And the money was supposed to come  
24 from the developer. I don't know how true that is.

25 But that's happening with that bridge, and now

1 they're talking about asking for more money for the  
2 express lane addition for FasTrac, that should come from  
3 future developers that are putting money into the city,  
4 that they should pay for the highway too, improvements  
5 of the highway. That's the honest truth.

6 [REDACTED] My  
7 biggest complaint is the fact that after paying taxes,  
8 income taxes, property taxes, gasoline taxes, grocery  
9 taxes, why do we still need to have a toll lane? What  
10 happened to the free will of freeways? Caltrans makes  
11 enough money and spends unwisely.

12 Point 2: We lose two lanes from Magnolia  
13 Avenue to Cajalco resulting in a bottleneck that needs  
14 to be addressed.

15 Point 3: The craftsmanship of the city  
16 inspectors in Corona is terrible. We had a two-foot  
17 drop off on the bridge at 91 Freeway and Main Street  
18 that our inspectors have let go. The off-ramp at  
19 Cajalco are so rough that I have driven on dirt roads  
20 that are smoother than this.

21 But for 77 million dollars, I expect smooth  
22 roads. They have done the same thing at Bradford Canyon  
23 Road. The patching has been done so shabby, that  
24 Bradford needs to be repaved completely. But the  
25 contractors, with the lack of oversight by county/city

1 inspectors have gotten away with shabby work.

2 Thank you very much for your time.

3 [REDACTED] So my concern -- okay. I have a  
4 number of concerns, but one concern that I have that I  
5 think could be dealt with really easily is the speed at  
6 which people travel in the express lanes. I personally  
7 don't understand why people believe just because they're  
8 paying to get into a toll lane, they feel that they can  
9 as fast or as recklessly as they want to.

10 Because it just seems as if, no matter whether  
11 it's busy or not busy, there's always someone on your  
12 tail, and someone always trying to drive like it's a  
13 video games, and I'm always trying to drive like a video  
14 game.

15 So I heard something from a friend of mine in  
16 Washington DC that there is speed monitoring back East  
17 on some toll roads, and where between transponder  
18 rearers, your speed will be measured. And if you were  
19 traveling past the recommended speed, maximum speed, you  
20 will be sent a fine. That I believe would do a  
21 fantastic job in controlling the speeds on these toll  
22 roads.

23 In England there a number of cameras that are  
24 on the medians. These cameras also have speed rate on  
25 them. They send people tickets for traveling above the

1 maximum speed limit. Why couldn't this be implemented  
2 for the express lanes?

3 That's it.

4 [REDACTED] It's very important that you keep  
5 the discount for electric vehicles for the toll roads.  
6 It not only helps the environment, but encourages people  
7 to buy electric cars. And without that incentive,  
8 there's no reason for anyone who commutes to  
9 Orange County to get an electric car. There's no reason  
10 at all if there's no discount. Thank you. That's it.

11 [REDACTED] So I'm very supportive of the  
12 project. It's going to positively impact my family  
13 life. My wife commutes to Orange County via the 91, and  
14 the 15 Freeway. She spends several hours in traffic.  
15 We're very excited and looking forward to its  
16 completion. Enthusiastically supportive. And that's  
17 it.

18 (Public meeting concluded at 8:07 p.m.)  
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## 1 HEARING REPORTER'S CERTIFICATE

2  
3 I, Eileen Eldridge, Hearing reporter, in  
4 and for the state of California, do hereby certify:

5 That the foregoing transcript of  
6 proceedings was taken before me at the time and place  
7 set forth, that the testimony and proceedings were  
8 reported stenographically by me and later transcribed by  
9 computer-aided transcription under my direction and  
10 supervision, that the foregoing is a true record of the  
11 testimony and proceedings taken at that time.

12 I further certify that I am in no way  
13 interested in the outcome of said action.

14 I have hereunto subscribed my name this  
15 17th day of November 2019.

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19 

20 EILEEN ELDRIDGE

21 HEARING REPORTER  
22  
23  
24  
25

<b>A</b>	<b>D</b>	<b>H</b>	<b>name</b> 4:11 6:6 <b>need</b> 6:9 <b>needs</b> 6:13,24 <b>new</b> 5:5 <b>noise</b> 5:13 <b>November</b> 1:16 2:18 4:1 <b>number</b> 7:4,23	<b>shabby</b> 6:23 7:1 <b>Sherry</b> 3:3 <b>side</b> 4:9 <b>smooth</b> 6:21 <b>smoother</b> 6:20 <b>solve</b> 4:21 <b>sound</b> 5:6,9,13 <b>SOUTHERN</b> 1:3 2:2 <b>Speakers</b> 3:3 <b>speed</b> 7:5,16,18,19,19 7:24 8:1 <b>speeds</b> 7:21 <b>spends</b> 6:11 8:14 <b>started</b> 5:17 <b>Stator</b> 5:22 <b>stop</b> 4:14 <b>Street</b> 6:17 <b>stupid</b> 4:24,25 <b>supportive</b> 8:11,16 <b>supposed</b> 5:23
<b>B</b>	<b>E</b>	<b>I</b>	<b>O</b>	<b>T</b>
<b>back</b> 7:16 <b>barrier</b> 5:6,9,13 <b>beach</b> 5:15 <b>beginning</b> 2:17 <b>believe</b> 7:7,20 <b>berm</b> 5:14 <b>biggest</b> 6:7 <b>bottleneck</b> 6:13 <b>Bradford</b> 6:22,24 <b>bricks</b> 5:10 <b>bridge</b> 5:18,18,19,25 6:17 <b>Brothers</b> 5:22 <b>build</b> 4:13,16,17,22 5:7 <b>building</b> 5:21 <b>built</b> 5:21 <b>busy</b> 7:11,11 <b>buy</b> 8:7	<b>Eagle</b> 2:16 <b>easily</b> 7:5 <b>East</b> 7:16 <b>Eileen</b> 1:24 2:19 <b>Eldridge</b> 1:24 2:19 <b>electric</b> 8:5,7,9 <b>Elsinore</b> 4:6,14 <b>encourages</b> 8:6 <b>England</b> 7:23 <b>Enthusiastically</b> 8:16 <b>environment</b> 8:6 <b>excited</b> 8:15 <b>exit</b> 4:17 <b>expect</b> 6:21 <b>express</b> 1:2 2:2 4:18,22 6:2 7:6 8:2 <b>extension</b> 1:3 2:3 4:5,13 5:22 <b>extra</b> 4:8	<b>idea</b> 4:12 <b>impact</b> 8:12 <b>implemented</b> 8:1 <b>important</b> 8:4 <b>improvements</b> 6:4 <b>incentive</b> 8:7 <b>income</b> 6:8 <b>inspectors</b> 6:16,18 7:1 <b>INTERSTATE</b> 1:2 2:2	<b>p.m</b> 2:17,17 4:2 8:18 <b>paid</b> 5:19 <b>Parkway</b> 2:16 <b>patching</b> 6:23 <b>pay</b> 6:4 <b>paying</b> 6:7 7:8 <b>people</b> 4:18 5:1 7:6,7,25 8:6 <b>personally</b> 7:6 <b>Point</b> 6:12,15 <b>poles</b> 4:24,25 <b>positively</b> 8:12 <b>problems</b> 4:21 <b>proceedings</b> 1:14 2:15 <b>project</b> 1:2 2:2 8:12 <b>property</b> 4:10 6:8 <b>Public</b> 1:3,6 2:3,6 3:3 8:18 <b>put</b> 4:25 <b>putting</b> 6:3	<b>T-e-r-r-a-m-o-r</b> 5:5 <b>taggers</b> 5:11 <b>tail</b> 7:12 <b>taken</b> 2:15 <b>talking</b> 4:12 6:1 <b>taxes</b> 6:7,8,8,8,9 <b>tell</b> 4:12 <b>Temescal</b> 5:6 <b>Terroror</b> 5:5 <b>terrible</b> 6:16 <b>Thank</b> 5:3 7:2 8:10 <b>thing</b> 6:22 <b>think</b> 7:5 <b>tickets</b> 7:25 <b>time</b> 7:2 <b>toll</b> 4:8 6:9 7:8,17,21 8:5 <b>totally</b> 4:9 <b>traffic</b> 4:16 5:23 8:14 <b>Transcript</b> 1:14 2:15 <b>transponder</b> 7:17 <b>Transportation</b> 1:1,7 2:1 2:7 <b>travel</b> 7:6 <b>traveling</b> 7:19,25 <b>true</b> 5:20,24 <b>truth</b> 6:5 <b>trying</b> 7:12,13 <b>two</b> 4:8 6:12 <b>two-foot</b> 6:16
<b>C</b>	<b>F</b>	<b>J</b>	<b>P</b>	<b>U</b>
<b>Cajalco</b> 4:6 5:18,18,19 6:13,19 <b>California</b> 1:15 2:16 4:1 <b>call</b> 4:16 <b>Caltrans</b> 6:10 <b>cameras</b> 7:23,24 <b>Canyon</b> 6:22 <b>car</b> 8:9 <b>cars</b> 8:7 <b>Central</b> 4:6,15 <b>cheat</b> 5:2 <b>city</b> 1:2 2:1 6:3,15 <b>Clark</b> 3:7 6:6,6 <b>Clifton</b> 3:5 <b>come</b> 5:23 6:2 <b>comment</b> 5:4 <b>Commission</b> 1:1,7 2:1,7 <b>community</b> 5:5 <b>commutes</b> 8:8,13 <b>complaint</b> 6:7 <b>completely</b> 6:24 <b>completion</b> 8:16 <b>concern</b> 7:3,4 <b>concerns</b> 7:4 <b>concluded</b> 8:18 <b>contractors</b> 6:25 <b>controlling</b> 7:21 <b>Corona</b> 1:2 2:2,16 4:1 6:16 <b>County</b> 1:1,7 2:1,7 8:9 8:13 <b>county/city</b> 6:25 <b>craftsmanship</b> 6:15 <b>cut</b> 4:18 5:2	<b>fact</b> 6:7 <b>family</b> 8:12 <b>fantastic</b> 7:21 <b>fast</b> 7:9 <b>FasTrac</b> 6:2 <b>feel</b> 7:8 <b>fine</b> 7:20 <b>fly</b> 4:20 <b>flyover</b> 4:17 <b>form</b> 5:9,11 <b>forward</b> 8:15 <b>free</b> 6:10 <b>freeway</b> 4:5,7,8,19,23 5:9 6:17 8:14 <b>freeways</b> 6:10 <b>friend</b> 7:15 <b>future</b> 6:3	<b>job</b> 7:21 <b>John</b> 3:6 <b>Jose</b> 3:10	<b>Q</b>	<b>understand</b> 7:7 <b>unwisely</b> 6:11
	<b>G</b>	<b>K</b>	<b>R</b>	<b>V</b>
	<b>game</b> 7:14 <b>games</b> 7:13 <b>gasoline</b> 6:8 <b>gazillion</b> 4:21 <b>Glen</b> 2:16 <b>go</b> 4:15,19,20 6:18 <b>going</b> 5:7 8:12 <b>gotten</b> 7:1 <b>graffiti</b> 5:12 <b>grocery</b> 6:8	<b>keep</b> 8:4 <b>Keith</b> 3:8 <b>know</b> 4:7 5:14,20,24	<b>raised</b> 4:24 5:1 <b>rate</b> 7:24 <b>really</b> 7:5 <b>rearers</b> 7:18 <b>reason</b> 8:8,9 <b>recklessly</b> 7:9 <b>recommended</b> 7:19 <b>repaved</b> 6:24 <b>reported</b> 1:24 2:18 <b>Reporter</b> 1:25 2:19 <b>resulting</b> 6:13 <b>right</b> 5:2,8 <b>Riverside</b> 1:1,7,15 2:1,7 <b>road</b> 5:3,7 6:23 <b>roads</b> 4:8 6:19,22 7:17 7:22 8:5 <b>roadway</b> 4:24 5:1 <b>Robert</b> 3:7 6:6 <b>Rose</b> 3:5 5:4 <b>rough</b> 6:19 <b>rumor</b> 5:19	<b>Valley</b> 5:6 <b>vehicles</b> 8:5 <b>video</b> 7:13,13
		<b>L</b>	<b>S</b>	<b>W</b>
		<b>lack</b> 6:25 <b>Lake</b> 4:6,14 <b>land</b> 5:8 <b>lane</b> 6:2,9 7:8 <b>lanes</b> 1:2 2:2 4:18,23 5:22 6:12 7:6 8:2 <b>Leonard</b> 3:4 4:11 <b>life</b> 8:13 <b>limit</b> 8:1 <b>live</b> 5:4 <b>looking</b> 5:15 8:15 <b>lose</b> 6:12	<b>safer</b> 5:3 <b>San</b> 4:20 <b>send</b> 7:25 <b>sent</b> 7:20 <b>separated</b> 4:23	<b>wall</b> 5:7,10 <b>want</b> 4:16 5:14,14 7:9 <b>Washington</b> 7:16 <b>way</b> 4:7 <b>we're</b> 5:12,15 8:15
		<b>M</b>		
		<b>Magnolia</b> 6:12 <b>main</b> 3:9 4:23 6:17 8:4 <b>matter</b> 1:6 2:6 7:10 <b>maximum</b> 7:19 8:1 <b>measured</b> 7:18 <b>medians</b> 7:24 <b>meeting</b> 8:18 <b>million</b> 6:21 <b>mine</b> 7:15 <b>Molina</b> 3:10 8:11 <b>money</b> 5:23 6:1,3,11 <b>monitoring</b> 7:16 <b>moving</b> 5:8		
		<b>N</b>		

<b>Wednesday</b> 1:16 2:18 4:1 <b>widening</b> 4:8 <b>wife</b> 8:13 <b>word</b> 4:25 <b>work</b> 7:1 <b>working</b> 5:17 <b>worried</b> 5:12  <div>X</div> <div>Y</div> <b>yeah</b> 4:22  <div>Z</div> <div>0</div> <div>1</div> <b>13</b> 1:16 2:18 4:1 <b>15</b> 1:2 2:2 4:6,7 8:14 <b>1800</b> 2:16  <div>2</div> <b>2</b> 6:12 <b>2019</b> 1:16 2:18 4:1  <div>3</div> <b>3</b> 6:15  <div>4</div>  <div>5</div> <b>5:30</b> 2:17 4:2  <div>6</div> <b>60</b> 4:7,8  <div>7</div> <b>77</b> 6:21  <div>8</div> <b>8:07</b> 2:17 8:18  <div>9</div> <b>91</b> 4:7 6:17 8:13				
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RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
CITY OF LAKE ELSINORE INTERSTATE 15 EXPRESS LANES  
PROJECT SOUTHERN EXTENSION PUBLIC HEARING

**CERTIFIED COPY**

Public Hearing in the Matter of: )  
 )  
Riverside County Transportation )  
Commission. )  
 )

Transcript of proceedings  
Lake Elsinore, California  
Thursday, November 14, 2019

Reported by:  
EILEEN ELDRIDGE  
HEARING REPORTER

1 RIVERSIDE COUNTY TRANSPORTATION COMMISSION CITY OF  
2 LAKE ELSINORE INTERSTATE 15 EXPRESS LANES PROJECT  
3 SOUTHERN  
4 EXTENSION PUBLIC HEARING  
5  
6

7 Public Hearing in the Matter of: )  
8 Riverside County Transportation )  
Commission. )  
9 )

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16 Transcript of Proceedings, taken at  
17 1800 Eagle Glen Parkway, Lake Elsinore,  
18 California, beginning at 5:30 p.m. and  
19 ending at 8:00 p.m. on Thursday, November  
20 14, 2019, reported by Eldridge, Hearing  
21 Reporter.

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APPEARANCES:

Public Speakers:

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

1 Lake Elsinore, California, Thursday, November 14, 2019

2 6:00 p.m.

3  
4  
5 [REDACTED] I'm concerned about the ingress of  
6 the lanes, because they mentioned they're going to be  
7 multiple along the 15. And that means the traffic just  
8 is going -- we're going to go and then stop and then go  
9 and then stop as they have those entrance lanes.

10 So the more entrance points you have, the  
11 slower we're able to go. Because right now, there's one  
12 entrance point to get onto the 15 North to get onto the  
13 91. And at 5:30 in the morning, it will be a dead stop  
14 now to get on.

15 So that's it.

16 [REDACTED] My concern is the -- hopefully they  
17 will build or construct either an underpass or an  
18 overpass, so the mountain loins can cross. We have two  
19 groups of mountain loins that live in these mountains  
20 down here, and when they cross from one side of the  
21 freeway to the other, they're getting killed on the  
22 freeway, just like up in LA county, same thing is  
23 happening. They're either crossing the 101 and getting  
24 hit and killed.

25 So if when they're building this thing, if they

1 could build an overpass or an underpass somehow to give  
2 the mountain loins safe passage, because they -- they --  
3 the males, especially, have to roam to find mates. And  
4 so during mating season, they cross the freeway.

5 [REDACTED] I would like to have the new  
6 express lanes available for carpool, Fastrak and  
7 motorcycles. Especially to keep the motorcycles from  
8 going in between traffic, you know, on the crowded  
9 sides. They should be allowed in the Fastrak. I mean,  
10 sort of like San Diego County has.

11 And that's it.

12 [REDACTED] Thorough need a "critical path"  
13 for the environmental segment. "Get er done."  
14

15 (Public meeting concluded at 8:00 p.m.)  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

## 1 HEARING REPORTER'S CERTIFICATE

2  
3 I, Eileen Eldridge, Hearing reporter, in  
4 and for the state of California, do hereby certify:

5 That the foregoing transcript of  
6 proceedings was taken before me at the time and place  
7 set forth, that the testimony and proceedings were  
8 reported stenographically by me and later transcribed by  
9 computer-aided transcription under my direction and  
10 supervision, that the foregoing is a true record of the  
11 testimony and proceedings taken at that time.

12 I further certify that I am in no way  
13 interested in the outcome of said action.

14 I have hereunto subscribed my name this  
15 17th day of November 2019.  
16  
17  
18

19 

20 EILEEN ELDRIDGE

21 HEARING REPORTER  
22  
23  
24  
25

<b>1</b>	<b>carpool</b> 5:6	<b>G</b>
<b>101</b> 4:23	<b>CITY</b> 2:1	<b>Gene</b> 3:5
<b>14</b> 2:20 4:1	<b>Commission</b> 2:1,8	<b>give</b> 5:1
<b>15</b> 2:2 4:7,12	<b>concern</b> 4:16	<b>Glen</b> 2:17
<b>1800</b> 2:17	<b>concerned</b> 4:5	<b>groups</b> 4:19
<b>2</b>	<b>concluded</b> 5:15	<b>H</b>
<b>2019</b> 2:20 4:1	<b>construct</b> 4:17	<b>happening</b> 4:23
<b>5</b>	<b>county</b> 2:1,8 4:22 5:10	<b>Hearing</b> 2:4,7,20
<b>5:30</b> 2:18 4:13	<b>critical</b> 5:12	<b>hit</b> 4:24
<b>6</b>	<b>cross</b> 4:18,20 5:4	<b>I</b>
<b>6:00</b> 4:2	<b>crossing</b> 4:23	<b>ingress</b> 4:5
<b>8</b>	<b>crowded</b> 5:8	<b>INTERSTATE</b> 2:2
<b>8:00</b> 2:19 5:15	<b>D</b>	<b>K</b>
<b>9</b>	<b>dead</b> 4:13	<b>killed</b> 4:21,24
<b>91</b> 4:13	<b>Diego</b> 5:10	<b>L</b>
<b>A</b>	<b>E</b>	<b>LA</b> 4:22
<b>allowed</b> 5:9	<b>Eagle</b> 2:17	<b>Lake</b> 2:2,17 4:1
<b>APPEARANCES</b> 3:1	<b>Eldridge</b> 2:20	<b>lanes</b> 2:2 4:6,9 5:6
<b>B</b>	<b>Elsinore</b> 2:2,17 4:1	<b>Linda</b> 3:4 4:16
<b>beginning</b> 2:18	<b>ending</b> 2:19	<b>live</b> 4:19
<b>Bridgette</b> 3:3	<b>entrance</b> 4:9,10,12	<b>loins</b> 4:18,19 5:2
<b>build</b> 4:17 5:1	<b>environmental</b> 5:13	<b>M</b>
<b>building</b> 4:25	<b>er</b> 5:13	<b>males</b> 5:3
<b>C</b>	<b>express</b> 2:2 5:6	<b>mates</b> 5:3
<b>California</b> 2:18 4:1	<b>EXTENSION</b> 2:4	<b>mating</b> 5:4
	<b>F</b>	<b>Matter</b> 2:7
	<b>Fastrak</b> 5:6,9	<b>means</b> 4:7
	<b>find</b> 5:3	<b>meeting</b> 5:15
	<b>Fleming</b> 3:6 5:12	<b>mentioned</b> 4:6
	<b>freeway</b> 4:21,22 5:4	

**Moore** 3:3 4:5

**morning** 4:13

**motorcycles** 5:7

**mountain** 4:18,19 5:2

**mountains** 4:19

**multiple** 4:7

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**N**

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**North** 4:12

**November** 2:19 4:1

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**O**

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**Olson** 3:5 5:5

**overpass** 4:18 5:1

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**P**

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**p.m.** 2:18,19 4:2 5:15

**Parkway** 2:17

**passage** 5:2

**path** 5:12

**point** 4:12

**points** 4:10

**Proceedings** 2:16

**PROJECT** 2:2

**public** 2:4,7 3:3 5:15

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**Reporter** 2:21

**Riverside** 2:1,8

**roam** 5:3

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**S**

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**sides** 5:9

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**Speakers** 3:3

**stop** 4:8,9,13

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**T**

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**thing** 4:22,25

**Thursday** 2:19 4:1

**Tim** 3:6

**traffic** 4:7 5:8

**Transcript** 2:16

**Transportation** 2:1,8

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**U**

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**underpass** 4:17 5:1



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

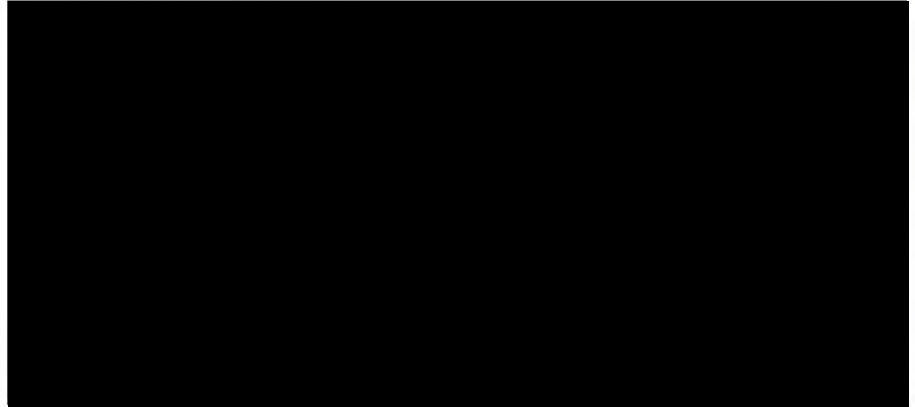


### Public Scoping Meeting/Open House: November 12-14, 2019

Comments may be turned in at the open houses,  
or sent via U.S. Mail to: Shawn Oriaz,  
California Department of Transportation,  
District 8 – Environmental Studies "C"  
464 W. 4th Street, 6th Floor, MS-827  
San Bernardino, CA 92401-1400 or  
via email to: 15expsouth@dot.ca.gov

Please use "Interstate 15 Express Lanes Southern  
Extension" in the subject line of the email.

### CONTACT INFORMATION



### YOUR COMMENTS/QUESTIONS

*Please make the new I-15 express  
lanes like San Diego County's. Those  
are fast trk and car pool combined.*



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

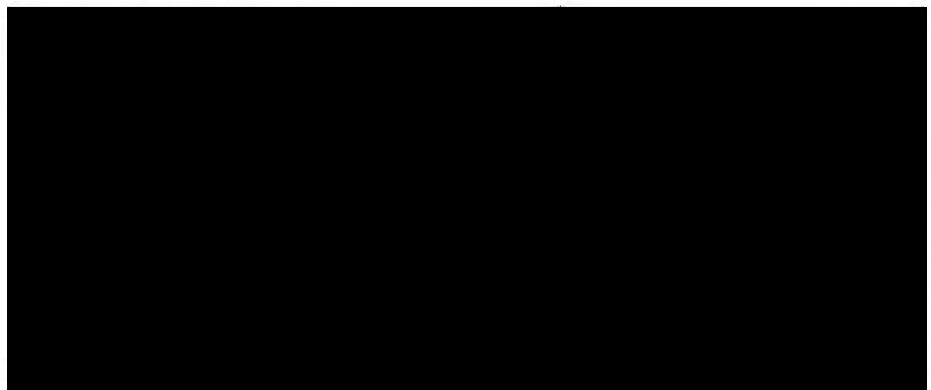


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Please use "Interstate 15 Express Lanes Southern  
Extension" in the subject line of the email.

### CONTACT INFORMATION



### YOUR COMMENTS/QUESTIONS

*Like to HAVE CARPOOL (2 or more)  
FAST Trk and Motorcycles Like SAN Diego Co.  
HAS.*



## Interstate 15 EXPRESS LANES PROJECT Southern Extension



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Please use "Interstate 15 Express Lanes Southern  
Extension" in the subject line of the email.

### CONTACT INFORMATION



### YOUR COMMENTS/QUESTIONS

I would like to see this project  
move forward as quickly as possible. I am concerned  
that traffic s/b at Wacker Rd will be unbearable  
until the current construction is finished. I live in the project.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

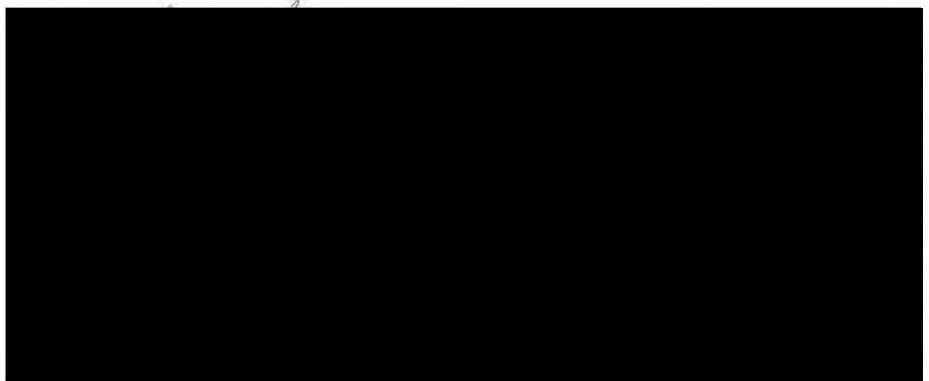


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or sent via U.S. Mail to: Shawn Oriaz,  
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via email to: 15expsouth@dot.ca.gov

Please use "Interstate 15 Express Lanes Southern  
Extension" in the subject line of the email.

### CONTACT INFORMATION



### YOUR COMMENTS/QUESTIONS

I am against the Express Lanes. My tax dollars  
should go towards free & additional lanes for everyone, not for profit.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

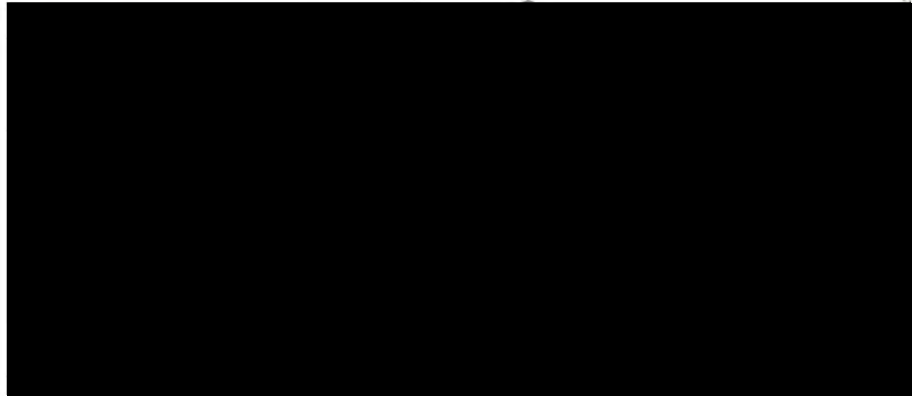


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or sent via U.S. Mail to: Shawn Oriaz,  
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via email to: 15expsouth@dot.ca.gov

Please use "Interstate 15 Express Lanes Southern  
Extension" in the subject line of the email.

### CONTACT INFORMATION



### YOUR COMMENTS/QUESTIONS

I am interested in the continuation of  
I-15 project. I am currently working with Skanska on  
I-15 project in Corona and we are a DBE contractor.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

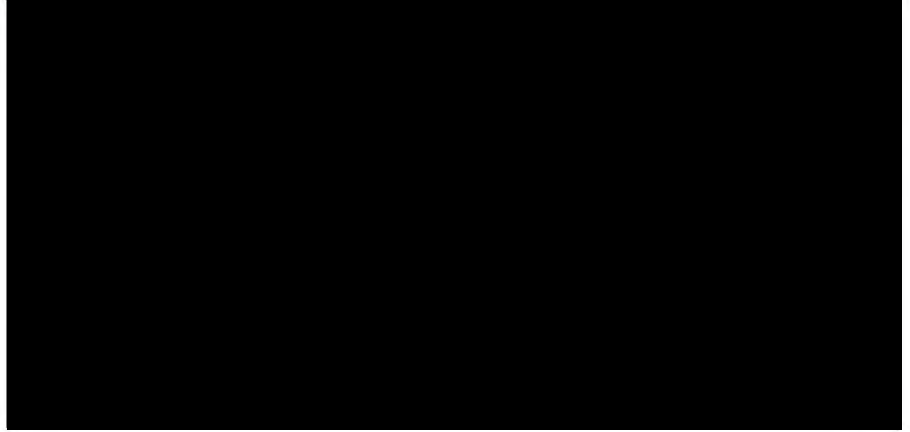


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via email to: 15expsouth@dot.ca.gov

Please use "Interstate 15 Express Lanes Southern  
Extension" in the subject line of the email.

### CONTACT INFORMATION



### YOUR COMMENTS/QUESTIONS

RTA will greatly benefit from using the express lanes  
to link Lake Elsinore with Corona Metrolink.

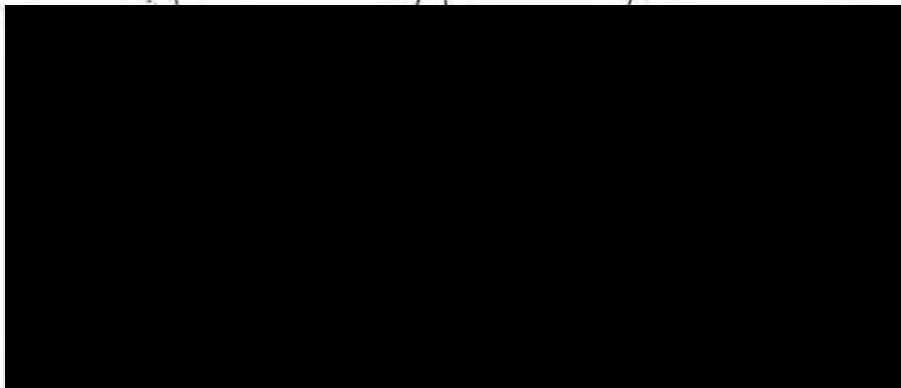
We would welcome the opportunity to work with RCTC  
and Caltrans to design transit service improvements for I-15 South

**Public Scoping Meeting/Open House:  
November 12-14, 2019**

Comments may be turned in at the open houses,  
or sent via U.S. Mail to: Shawn Oriaz,  
California Department of Transportation,  
District 8 – Environmental Studies "C"  
464 W. 4th Street, 6th Floor, MS-827  
San Bernardino, CA 92401-1400 or  
via email to: 15expsouth@dot.ca.gov

Please use "Interstate 15 Express Lanes Southern  
Extension" in the subject line of the email.

**CONTACT INFORMATION**



**YOUR COMMENTS/QUESTIONS**

The 15 will turn into a huge bottle neck as the 91 is now,  
Temecal Canyon Rd should be widened thru El Cerrito →  
and those leading to All interchanges Add 1 Auxiliary  
lane in each direction on the 15 from 91/magnolia →  
to Weirick. Widen the underpasses at El Cerrito, Ontario,



Weirich and Temescal Chyn. interchanges to give us  
4 full lanes and turning lanes. The toll lanes is  
generation more street traffic, everyone looking for  
shortcuts. Cajalco is a mess! Caltrans identified this  
Corridor as needing a truck  
Climbing Lane. All RCTC has  
done is remove general purpose Auxillary lanes and  
created bottle necks just like they did on 91!!  
The RCTC project has slowed the traffic looking like  
it is to hike up costs to use toll. How about a carpool  
lane???

Shawn Oriaz, California Department of Transportation  
Caltrans District 8  
Attn: I-15 Express Lanes Project Southern Extension  
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## Interstate 15 EXPRESS LANES PROJECT Southern Extension

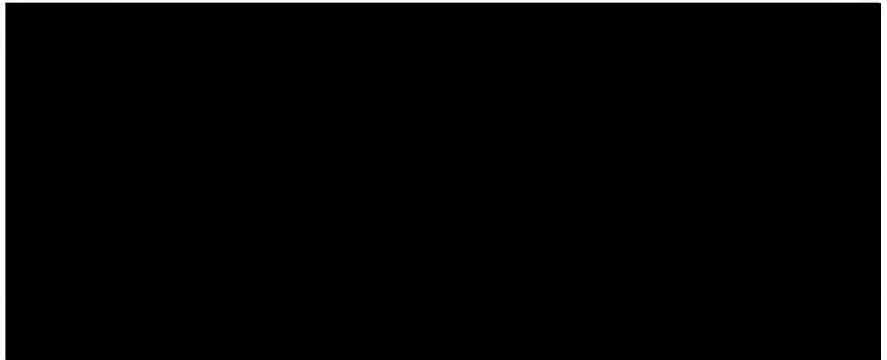


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### CONTACT INFORMATION



Email: \_\_\_\_\_

### YOUR COMMENTS/QUESTIONS

The underpasses at Ontario, El Cerrito  
+ Weirick + Temescal are already congested. These  
areas need to be widened to relieve this problem.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

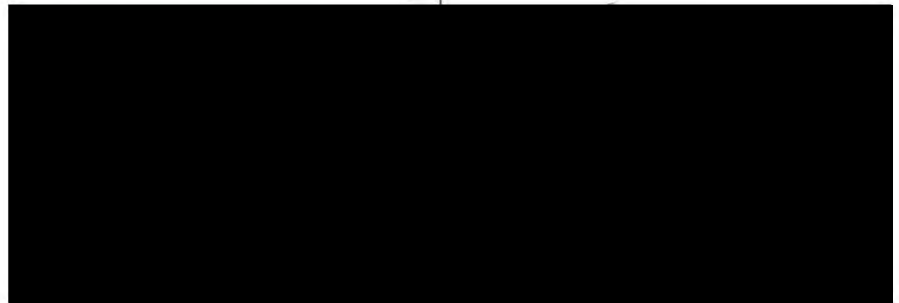


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### CONTACT INFORMATION



Email: \_\_\_\_\_

### YOUR COMMENTS/QUESTIONS

NEED MORE AUXILIARY LANES.  
WIDEN THE UNDERPASSES AT ONTARIO, EL CERRITO,  
WEIRICK AND TEMESCAL CANYON. WIDEN TEMESCAL  
CANYON ROAD THROUGH CERRITO.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

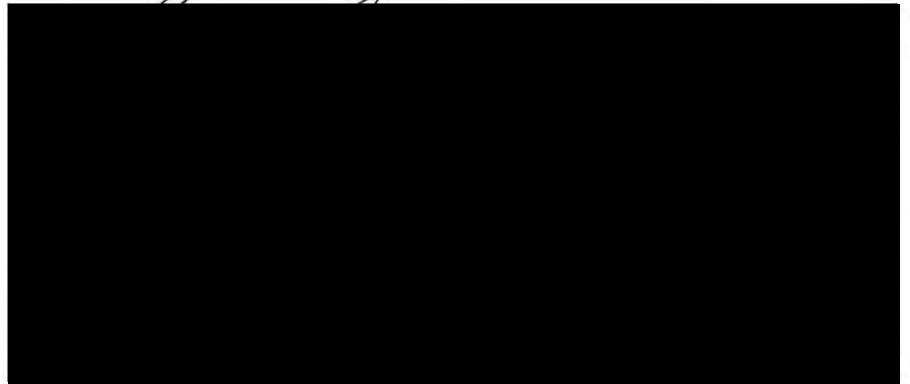


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**YOUR COMMENTS/QUESTIONS** I WANT TO KNOW WHY EVERY ROAD THAT  
CALTRANS BUILDS IS A TOLL ROAD? THE AMOUNT OF MONEY I  
PAY IN TAXES, GAS TAX, PROPERTY TAX, INCOME TAX, AND AFTER I PAY  
FOR THE ROAD YOU WANT TO CHARGE ME TO USE THEM.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

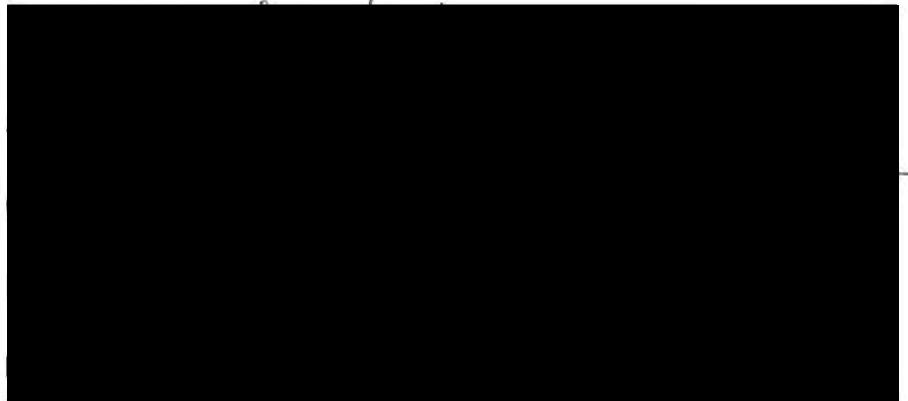


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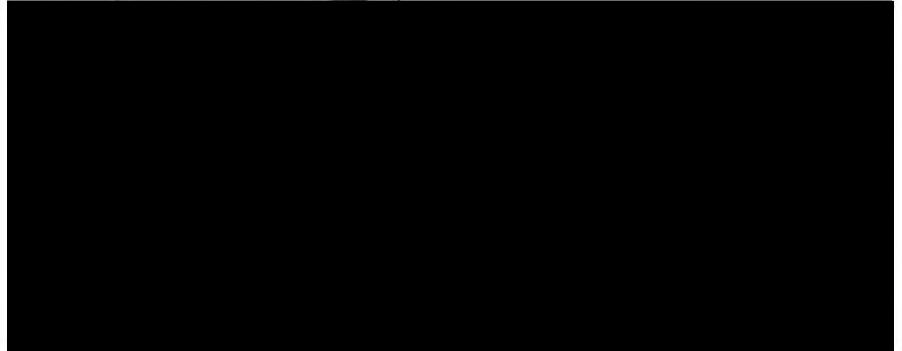
**YOUR COMMENTS/QUESTIONS** Project as presented is not consistent with the  
PSR approved by CMT which also proposed 16/1 lane in each  
direction. 2) Project needs to mitigate ~~substantial~~ traffic shift / diversion  
by improving local interchanges, incl reach currently under construction to SR-91

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Email: \_\_\_\_\_

**YOUR COMMENTS/QUESTIONS**

*How do you plan on getting cars into the toll  
lanes? Vehicles darting across lanes only slows traffic  
and is dangerous. Could you access the toll road off a  
bridge on-ramp?*

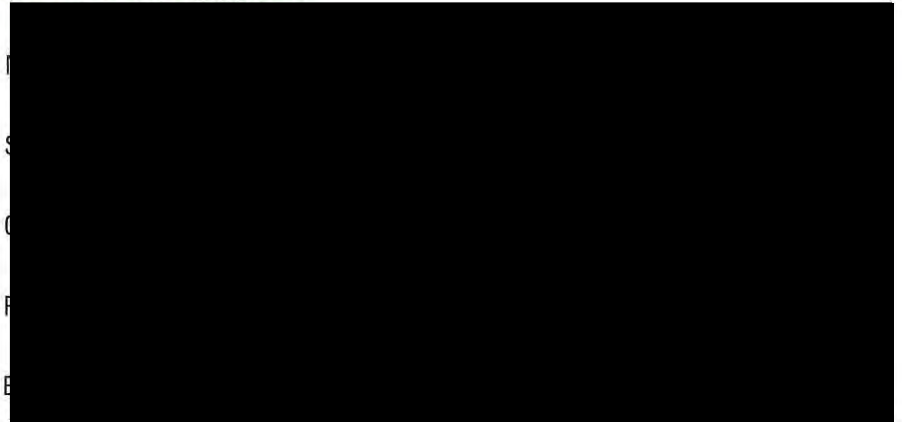
1 of 2

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**CONTACT INFORMATION**



**YOUR COMMENTS/QUESTIONS**

*1) Add 1 aux lane ea. direction on I-15 from 91/MAGNANA  
to Weirick 2) Widen the underpasses at Ontario, El Cerrito, Weirick + Temescal  
Canyon interchanges to provide for full lanes + proper turning lanes. Toll lanes generate  
more ~~short~~ traffic - please fix. 3) Widen Temescal Canyon thru El Cerrito + approaches leading  
to all interchanges*



2 of 2

## Interstate 15 EXPRESS LANES PROJECT Southern Extension

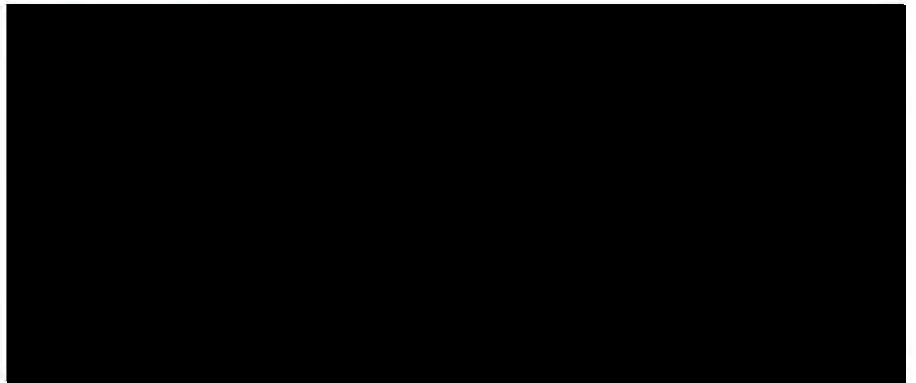


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### CONTACT INFORMATION



### YOUR COMMENTS/QUESTIONS

4) Add truck climbing lanes as needed. Stop  
removing general purpose auxiliary lanes which creates bottlenecks on the I-15.  
5) Don't increase the increasing congestion on the I-15 as expansion to  
create bottlenecks to drive up toll usage in future connections.  
MORE GENERAL PURPOSE LANES, PLEASE!



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

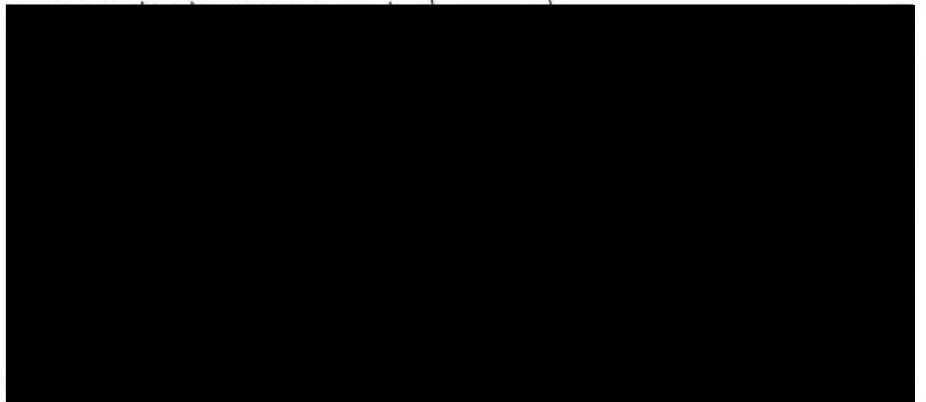


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### CONTACT INFORMATION



### YOUR COMMENTS/QUESTIONS

1) ADD ONE AUXILIARY LANE IN BOTH DIRECTIONS ON I-15 FROM 91/MAGNOLIA TO  
WEILICK. 2) WIDEN UNDERPASSES @ ONTARIO, EL CERRITO WEILICK & TEMESCAL INTERCHANGES TO  
PROVIDE 4 FULL LANES & PROPER TURN LANES. 3) WIDEN TEMESCAL CANYON RD. THROUGH EL CERRITO



## Interstate 15 EXPRESS LANES PROJECT Southern Extension



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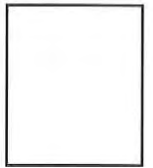
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Extension” in the subject line of the email.

### CONTACT INFORMATION



### YOUR COMMENTS/QUESTIONS

Part of the I15 project must include full lanes, turning lanes at all under passes in order to mitigate negative local traffic impacts. All general purpose lanes must



remain intact and/or expanded.  
Toll lane excessive revenue must remain  
on the ~~west~~ west end to fully fund missing  
(\$600M removed) due to 2008 \$.  
(91 project facets)

Eliminate bottlenecks  
similar to 91 express  
build opened in 2017.  
(91 → Magnolia) on I15 - Auxiliary lanes must  
be added.

Shawn Oriaz, California Department of Transportation  
Caltrans District 8  
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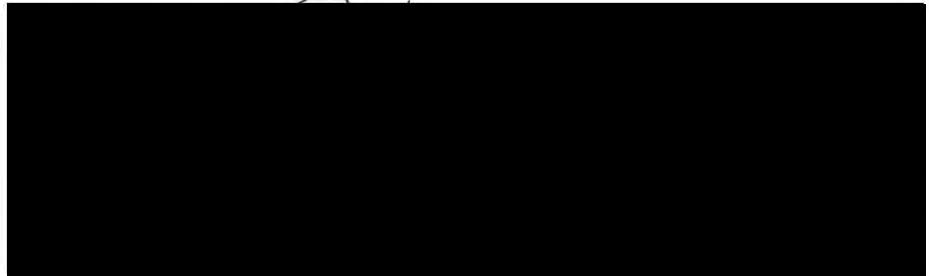


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### CONTACT INFORMATION



Phone: ( ) Cell: ( )

Email: \_\_\_\_\_

**YOUR COMMENTS/QUESTIONS** Please, let this not be the same catastrophe as the 91  
Express Lanes. Would have thought lessons would have learned from the  
91 Fiasco: need the addition of an aux lane ~~to~~ from 91/Magnolia to  
Weirick in each direction. Underpasses need to widen at Ontario, El  
Cerritos, Weirick & Temescal Canyon ramps to provide for proper turning

lanes. Prevent more street traffic from being generated when  
current Temescal Canyon Rd as it already is a snail's pace.  
Need additional truck climbing lane.

FIX CURRENT MESS/BOTTLENECKS ON 91 as was originally  
designed.

Shawn Oriaz, California Department of Transportation  
Caltrans District 8  
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This is just a game being played by RCTC to boost future  
toll usage



RIVERSIDE  
COUNTY  
TRANSPORTATION  
COMMISSION





## Interstate 15 EXPRESS LANES PROJECT Southern Extension



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### CONTACT INFORMATION



**YOUR COMMENTS/QUESTIONS** Add an auxilliary lane in each direction. Widen  
the underpasses @ Ontario, El Cerrito, Weirick + Temescal Canyon - provide  
4 full lanes + proper turning lanes. Widen Temescal Cnyn Rd through El Cerrito.  
Corridor needs a truck climbing lane. What will alleviate bottle necking when  
the two express lanes merge on the one lane overpass to the ninety one.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

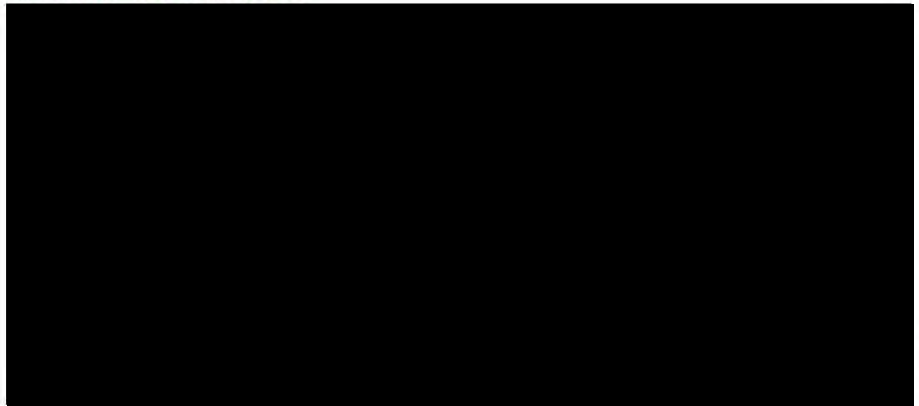


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### CONTACT INFORMATION



**YOUR COMMENTS/QUESTIONS** Per the original <sup>PSE</sup> plan, we need to add the  
auxillary lanes back into the project. This would include one  
general purpose lane in each direction. Also, Temescal Canyon  
needs to be widened between Cogaleco and El Cerrito.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

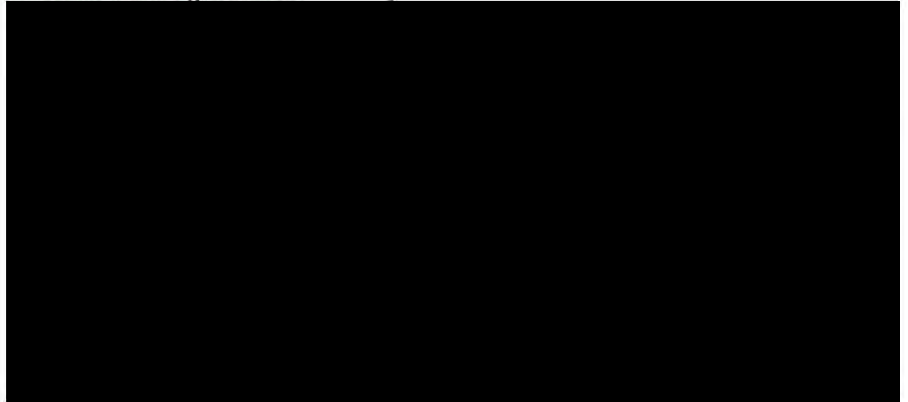


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### CONTACT INFORMATION



### YOUR COMMENTS/QUESTIONS

*There are many unanswered questions to the  
Frustration of this Project, The Weirick Exit is a disaster and  
so is the on ramp North bound 15 From Cajalico (Someone is  
going to get killed on that on ramp NB) This whole Project  
is a disaster waiting to happen!!! Over →*



Also this area is a death trap in the event of  
a major disaster - Fire - Earthquake no way for all  
the Residents to get out alive!

Please fix this ASAP!!!

Shawn Oriaz, California Department of Transportation  
Caltrans District 8  
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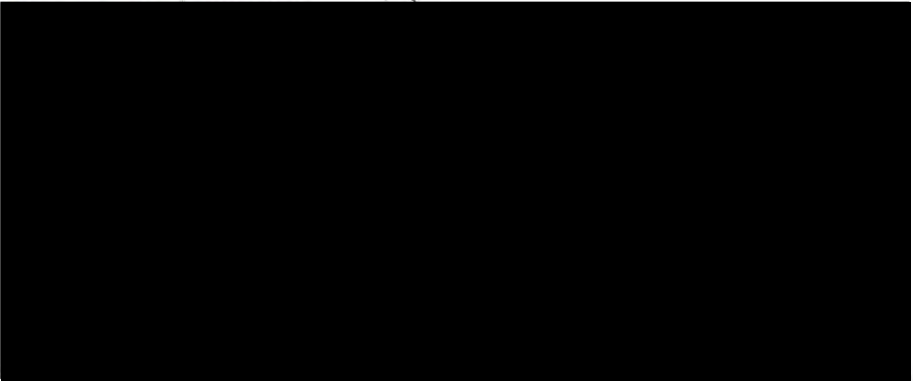


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### CONTACT INFORMATION



Email: \_\_\_\_\_

### YOUR COMMENTS/QUESTIONS

Need to add one aux. lane in each direction on I-15  
from 91 Magnolia to Weirick. Current toll lanes are ~~exp~~ outrageous & it  
should not cost over \$200/month for trucks. The need to widen  
Temescal Canyon is a must, in the case of a natural disaster  
people will be stranded and result in tragedy. Widen the  
underpass at Ontario, El Cerrito, Weirick & T.C interchanges to  
provide 4 lanes & proper turning lanes.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

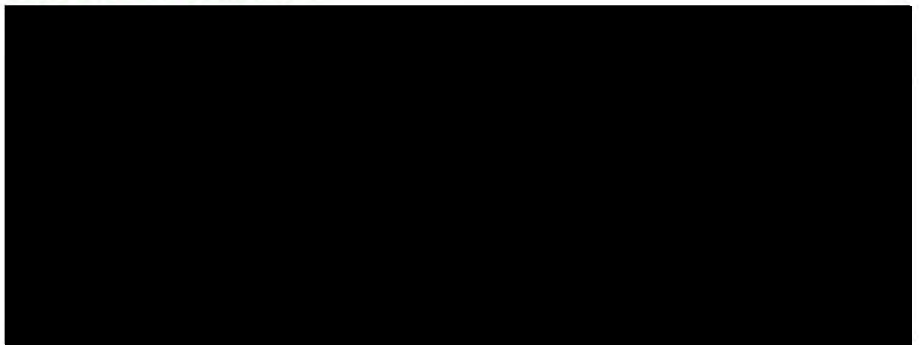


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Email: \_\_\_\_\_

### YOUR COMMENTS/QUESTIONS

this project is inconsistent with the  
original project study report (PSR) which specified adding  
one general purpose lane in each direction. The underpasses  
@ El Cerrito, Weirick and Temescal Canyon should also be widened  
due to additional street congestion caused by implementing <sup>the</sup> toll lanes.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

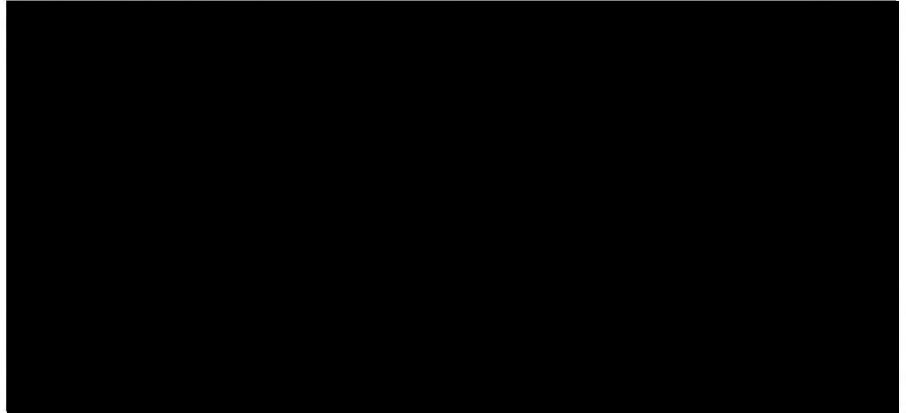


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**YOUR COMMENTS/QUESTIONS** *From Temescal to Rail Road Canyon The 4th  
General Lane exist today - Why do we NOT Add General Lane  
From Temescal to Ontario Ave?*



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

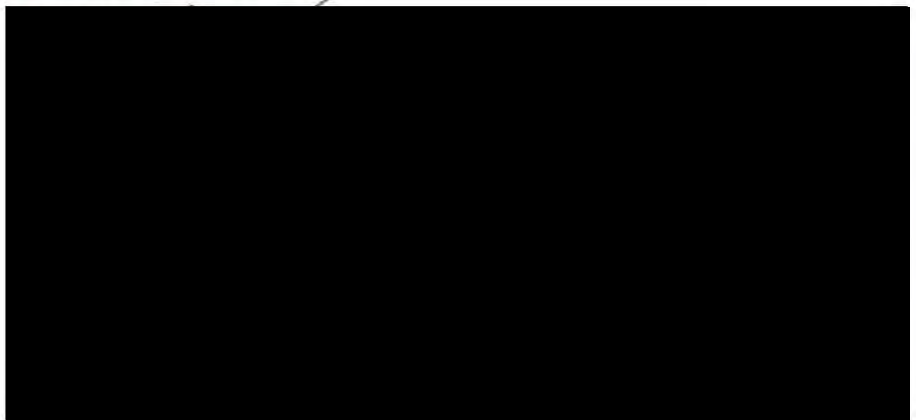


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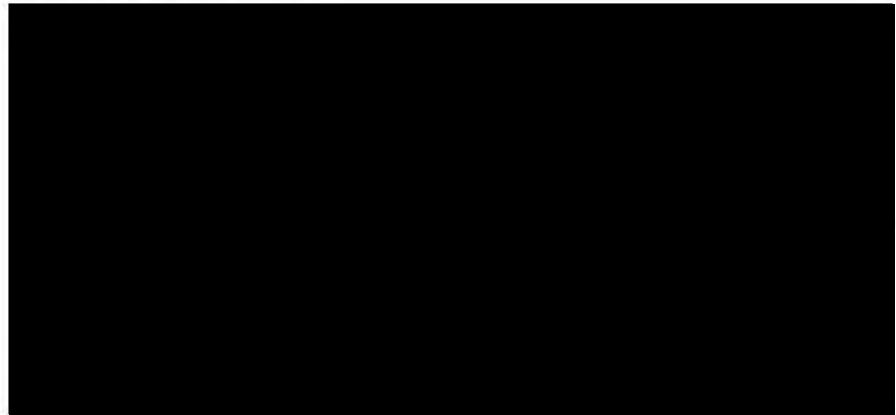
**YOUR COMMENTS/QUESTIONS** *I would like to see an auxiliary lane in  
each direction on I-15 from 91/Magnolia to Weirick. Also widen the  
underpasses to provide 4 full lanes at Ontario, El Cerrito, Weirick & Temescal  
Canyon. Widen Temescal Canyon through El Cerrito.*

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**YOUR COMMENTS/QUESTIONS**

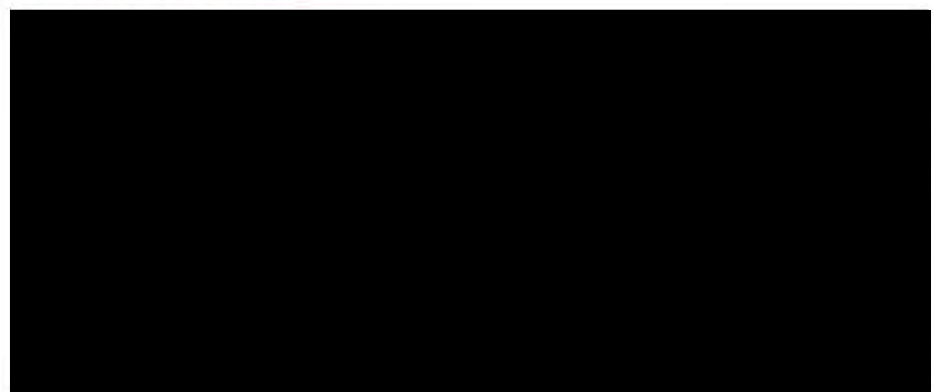
add 1 auxiliary lane each direction on I5 from El Magnolia to Warrick, widen under-  
pass @ Ontario, El Cerrito, Warrick & Temescal Cyn to provide 4 full 4 lanes & proper turning lanes to 11 lanes ave  
generating more st. traffic & RCTC must fix this! widen Temescal Cyn Rd through El Cerrito approaches  
leading to all interchanges. This corridor needs a truck climbing lane, RCTC removed general purpose  
& created more bottleneck delays on I5. 91 Project has slowed speed on I5 in Corona/Temescal corridor, is this  
being created to drive up tolls in the future connections?

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**YOUR COMMENTS/QUESTIONS**

1) WIDEN TEMESCAL Cyn through EL CERRITO & LEADING TO INTERCHANGES  
2) ADD AUX LANE EACH DIRECTION ON I5 (91/MAGNOLIA → WARRICK)  
3) CURRENT TOLLS (ON 91 FWY) ARE OUTRAGEOUS!! SEEMS LIKE BOTTLENECKS ARE  
DONE PURPOSELY TO DRIVE UP TOLLS!  
4) WIDEN UNDERPASSES (ONTARIO, EL CERRITO, WARRICK & TEMESCAL) TO 4 LANES!  
STREET TRAFFIC IS UNBEARABLE DUE TO PEOPLE EXITING I5 FWY TO AVOID THE TOLLS

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**YOUR COMMENTS/QUESTIONS**

① Add one more auxiliary lane in each direction ONLY 1  
express lane. ② Underpasses at Ontario, El Cerrito, Weirick & Temescal Canyon  
NEED TO BE WIDEN!! ③ Widen Temescal Canyon (which have wreaked my county  
road!!) They get off the 15 and make our streets a MESS!!  
You ARE 20 years to late! and Keep building MORE HOMES AND NO Roads.



\* In Temescal Valley we have only two ways out in an ~~emergency~~ emergency we have the I5 north/south or Temescal Canyon North/South. We will ~~be~~ not be able to get out of here.

Shawn Oriaz, California Department of Transportation  
Caltrans District 8  
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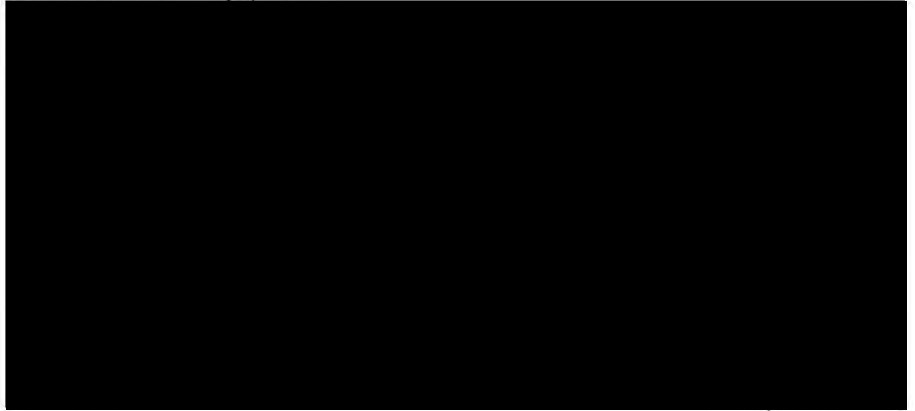


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### YOUR COMMENTS/QUESTIONS

- 1) Add one auxiliary lane each direction on I-15 from 91/Manuelia Tower
- 2) widen underpasses at Ontario, El Cerrito, Weirick & Temescal Cyn. for 4-lane turning lanes
- 3) widen Temescal Cyn. B. through El Cerrito & approaches leading to the intersection
- 4) Caltrans identified this corridor as needing a truck climbing lane - all RCTC has done is remove general purpose lanes & creates more bottleneck delays on the 15!



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

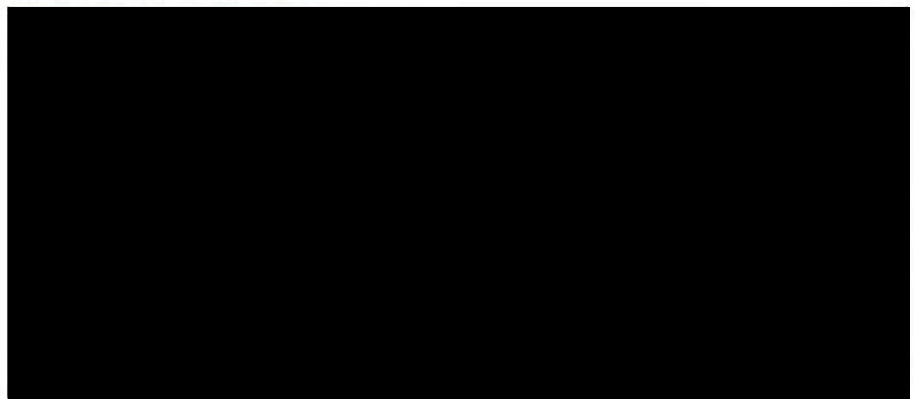


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San Bernardino, CA 92401-1400 or  
via email to: 15expsouth@dot.ca.gov

Please use "Interstate 15 Express Lanes Southern  
Extension" in the subject line of the email.

### CONTACT INFORMATION



### YOUR COMMENTS/QUESTIONS

- Are you widening the underpasses at  
Ontario, El Cerrito & Weirick? We need more non-toll lanes.  
Traffic on side streets is worse with the bottleneck. Need to  
create non-toll options!!



## Interstate 15 EXPRESS LANES PROJECT Southern Extension



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### YOUR COMMENTS/QUESTIONS

Please fast track this project as quickly as possible. Please add aux. lanes between Magnolia and Cajalco (both ways); please address bridges along the corridor. Please consider 3+ HOV as free, and widening Temescal Canyon from Ontario to ~~Palmdale~~ Cajalco.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

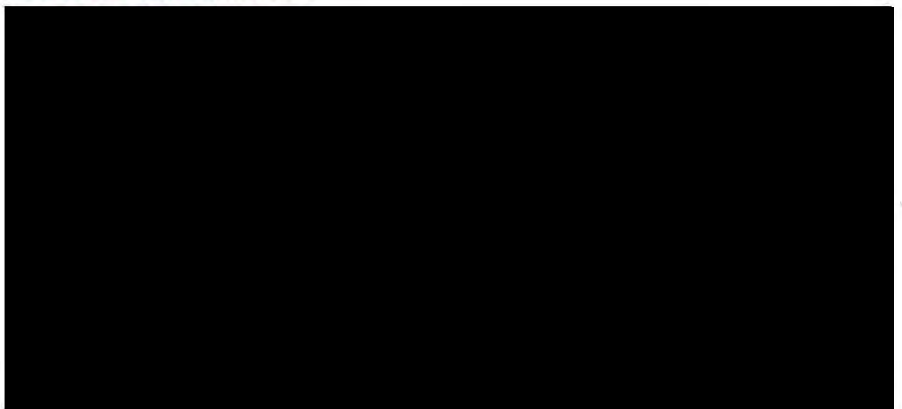


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### YOUR COMMENTS/QUESTIONS

EXCELLENT IDEA ON TOLL ROADS FROM CAJALCO TO CENTRAL. WOULD YOU PLEASE EXPAND "WEIRICH ROAD EXCHANGE" ALSO. THANK YOU. THUMBS UP ON TOLL FROM 91/15 TO FWY 60. AWESOME. THANK YOU!



## Proyecto de Extensión de los Carriles Exprés en el Segmento Sur de la Autopista Interestatal 15

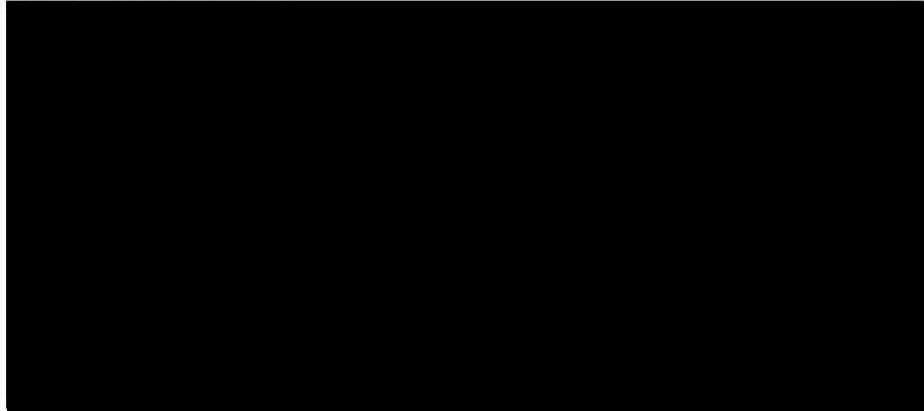


### Reuniones de Información Pública/Casa Abierta: 12-14 de noviembre del 2019

Comentarios sobre el proyecto podrán ser entregados en persona en las reuniones de información pública, por correo a: Shawn Oriaz, California Department of Transportation, District 8 Environmental Studies "C", 464 W. 4th Street, 6th Floor, MS-827, San Bernardino, CA 92401-1400, o por correo electrónico a [15expsouth@dot.ca.gov](mailto:15expsouth@dot.ca.gov)

Utilice "Interstate 15 Express Lanes Southern Extension" en el línea de asunto del correo electrónico.

### DATOS DE CONTACTO:



**SUS COMENTARIOS / PREGUNTAS:** ① Project study report needs to have extra general lanes.

② Weirick underpass and on ramp needs to be widened to allow morning traffic going northbound. ③ Bottleneck at El Cerrito + Cajalco due to present

9/15 Project needs an additional several lanes to eliminate the congestion down to at least an additional 4 miles south. Don't wait for the study, do it now.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

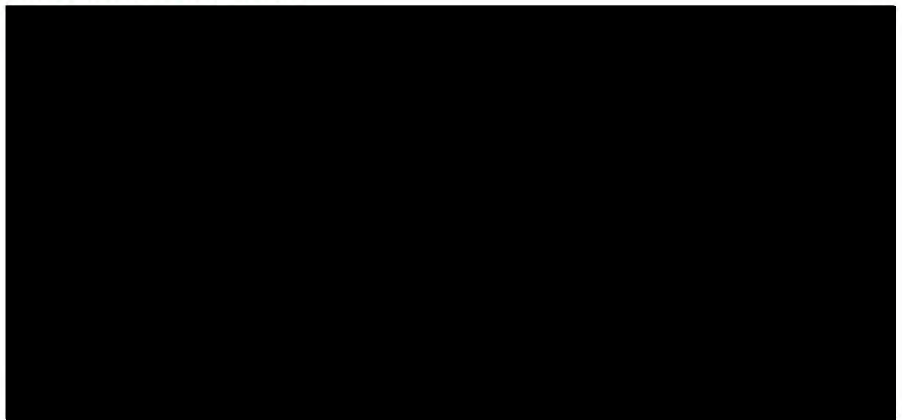


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### CONTACT INFORMATION



**YOUR COMMENTS/QUESTIONS** Why WAS THIS portion of 15 Freeway NOT INCLUDED IN THE PRIOR PROJECTS. Piece milling sections only creates more congestion/problems. Toll lanes do not help congestion - only continue to tax the commuter to drive on the roads that were already paid for by taxes. Where is all the tax money going. The entire road system in CA is inadequate.

INGRESS/EGRESS AT ONTARIO CREATES WEAVING PROBLEMS



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

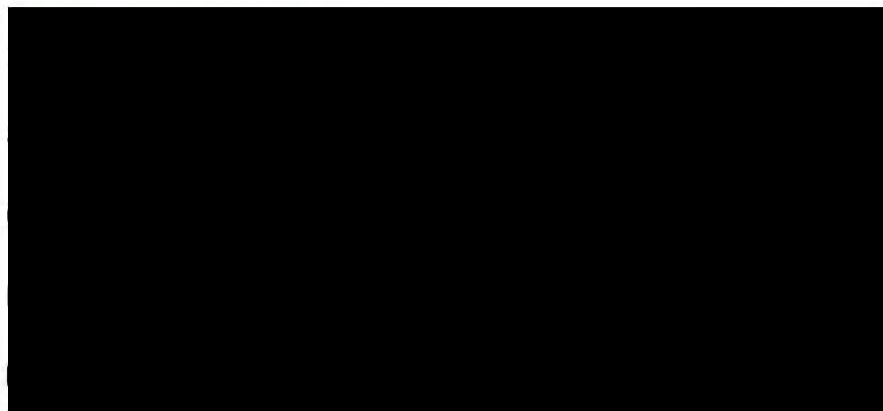


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**YOUR COMMENTS/QUESTIONS** NEED AUX LANES IN EACH DIRECTION FROM 91/MAGNOLIA TO WEIRICK. WIDEN UNDERPASSES AT ONTARIO, EL CERRITO, WEIRICK AND TEMESCAL CANYON TO PROVIDE 4 FULL LANES; WIDEN TCR THRU EL CERRITO AND APPROACHES LEADING TO ALL INTERCHANGES; NEED TRUCK CLIMBING LANES THRU CORRIDOR. 91 TOLL LANES CREATING BOTTLENECKS ON 15 AS TRAFFIC HEADS ON 15 S. TO BACKTRACK TO CATCH TOLL ENTRANCE AT ONTARIO. NEED EFFECTIVE CHANNELIZERS TO DETER LANE JUMPERS - VERY DANGEROUS; NEED LICENSE PLATE RECOGNITION TO DETER CHEATERS. NOISE IMPACTS TO COMMUNITIES IN TEMESCAL VALLEY. MORE WAREHOUSE COMPANIES & TRUCKS DOING BUSINESS ON CORRIDOR SO TOLL LANES WILL INCREASE TRAFFIC & STREET TRAFFIC.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

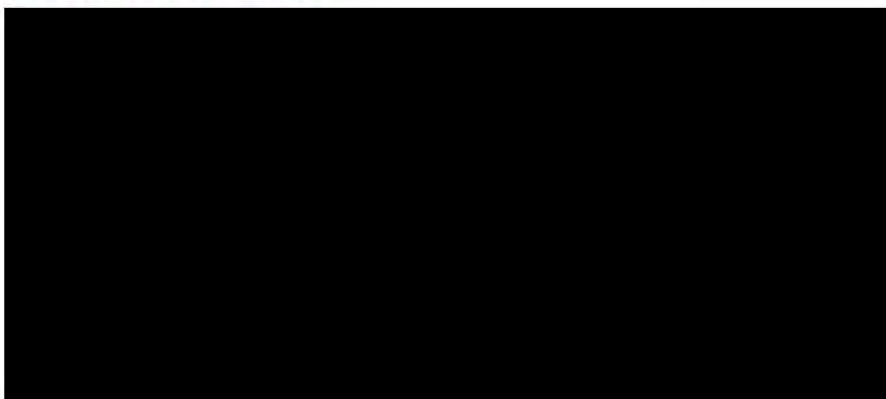


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**YOUR COMMENTS/QUESTIONS** THE BOTTLENECK FROM MAGNOLIA TO CALADICO NEEDS TO BE FIXED. WE LOSE TWO LANES AND TRAFFIC BACKS UP TO THE 91 BECAUSE OF IT. THE UNDERPASSES AT EL CERRITOS ARE TOO SMALL WE NEED MORE LANES.



## Interstate 15 EXPRESS LANES PROJECT Southern Extension

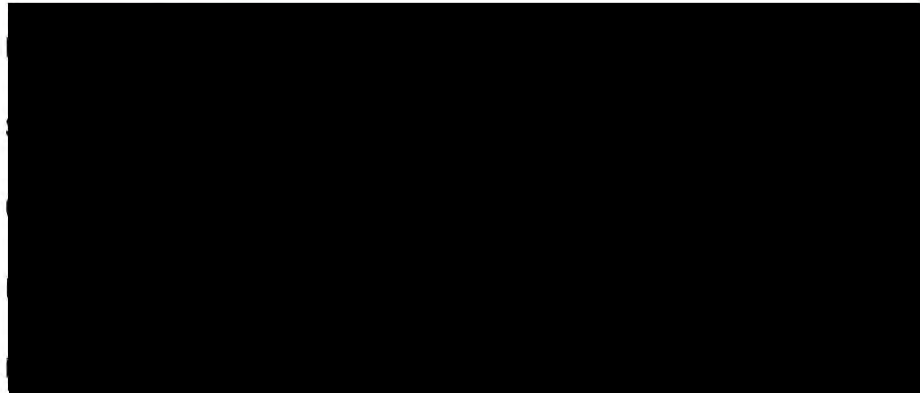


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### YOUR COMMENTS/QUESTIONS

1) MUST HAVE MORE ADJUTORY LANES!  
THE 91 DESIGN IS A FAILURE. WHY SHOULD WE  
BELIEVE THIS WILL HAVE A POSITIVE EFFECT?  
NO EXPRESSLANE — NEEDS HOV 1



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### CONTACT INFORMATION



1. Add one auxiliary lane in each direction on I-15 from 91/Magnolia to Weirick
2. Widen the underpasses at the Ontario, El Cerrito, Weirick and Temescal Canyon interchanges to provide for full 4 lanes and proper turning lanes. Toll lanes project is generating more street traffic and RCTC must fix this.
3. Widen Temescal Canyon Rd. through El Cerrito and approaches leading to all interchanges
4. Caltrans identified this corridor as needing a truck climbing lane. All RCTC has done is remove general purpose auxiliary lanes and created more bottleneck delays on the 15.  
RCTC 91 project has slowed the speed on the 15 in the Corona Temescal Corridor to the point that it looks like the bottlenecks are being created to drive up toll usage in the future connections.