SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
UN INFORME PRELIMINAR DE IMPACTO AMBIENTAL/UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA EL PROYECTO DE REALINEAMIENTO DE LA RUTA ESTATAL 79

CALIFORNIA 79 www.sr79project.info

COMMENT CARD

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by March 25, 2013. ***Thank you!***
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado (no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. ***Gracias.***

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

No Build!

Name (Nombre): Norma Eibler
Representing (En representación de): self
Email (Email): fneibler@gmail.com
Address (Domicilio): 7540 Watson Cir.
City (Ciudad): Hemet
Zip Code (Código Postal): 92545

SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
UN INFORME PRELIMINAR DE IMPACTO AMBIENTAL/UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA EL PROYECTO DE REALINEAMIENTO DE LA RUTA ESTATAL 79

CALIFORNIA 79 www.sr79project.info

COMMENT CARD

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by March 25, 2013. ***Thank you!***
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado (no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. ***Gracias.***

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

DO NOT BUILD TOO MANY ENVIRONMENTAL ISSUES

Name (Nombre): MIKE MURPHY
Representing (En representación de): SELF
Email (Email): CORVETTEMURPH@YAHOO.CO
Address (Domicilio): 7911 RAWLS DR
City (Ciudad): HEMET
Zip Code (Código Postal): 92545

SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
UN INFORME PRELIMINAR DE IMPACTO AMBIENTAL/UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA
EL PROYECTO DE REALINEAMIENTO DE LA RUTA ESTATAL 79

CALIFORNIA 79

www.sr79project.info

COMMENT CARD

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by March 25, 2013. ***Thank you!***
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado (no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. ***Gracias.***

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

No Build

Name (Nombre): Ervin Way
Representing (En representación de): Self
Email (Email):
Address (Domicilio): 7895 Dowlen Dr
City (Ciudad): Hemet, Ca 92545
Zip Code (Código Postal):

SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
UN INFORME PRELIMINAR DE IMPACTO AMBIENTAL/UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA
EL PROYECTO DE REALINEAMIENTO DE LA RUTA ESTATAL 79

CALIFORNIA 79

www.sr79project.info

COMMENT CARD

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by March 25, 2013. ***Thank you!***
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado (no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. ***Gracias.***

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Do Not Build – too many environmental hazards.

Name (Nombre): Frank E Eikler
Representing (En representación de): Self
Email (Email): fneikler@gmail.com
Address (Domicilio): 2540 Watson Cir
City (Ciudad): Hemet
Zip Code (Código Postal): 92545

Comment from: Harold Townend

Comment Letter I-173

K. HOVNANIAN'S®
FOUR SEASONS
AT HEMET COMMUNITY ASSOCIATION, INC.
AN ACTIVE ADULT COMMUNITY

RECEIVED
APR 1 8 201
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

April 8, 2013

RCTC –Attn. Cathy Bechtel
PO Box 51540
Riverside, CA 92517-9880

Dear Ms. Bechtel:

After listening to our residents' concerns and having nearly 600 voice their opinions through a No Build SR79 Realignment Petition, the Board of Directors of Four Seasons at Hemet Community Association are of the opinion that as a result of the proximity to Four Seasons, the proposed routes presented in the DEIR will produce significant increases to noise, pollution and traffic which will seriously impact the health of Residents in our senior community. **I-173.1**

We believe a route should be designed further east and closer to the San Diego Canal as it goes north crossing Florida and proceeding through Devonshire and Tres Cerritos. It appears that the proposed highway is within 500 feet of the canal at both Tres Cerritos and Esplanade. Accordingly, it would be reasonable to conclude it could be within 500 feet of the canal at Florida. By moving it closer to the canal it would increase the distance from our community by nearly 1300 feet, thus providing for a reduced impact of the aforementioned noise, pollution and traffic. We are aware of environmental concerns with this proposed adjustment to the route, just as there were with four alternative routes presented. We are confident that these environmental concerns can be mitigated. **I-173.2**

Furthermore, we recommend against an interchange at Tres Cerritos. On the east there are hills with no homes and no planned development, and to the west are ranch homes on 5+ acre sites and a general plan, supported by the City of Hemet, for future development of 5+ acre estate ranch homes. Therefore, the present and future population to the east and west does not seem to justify an interchange at Tres Cerritos. In addition, the City of Hemet does not recommend this interchange be built. **I-173.3**

237 FOUR SEASONS BLVD. HEMET, CA 92545 • PHONE: 951-325-8188 • FAX: 951-325-8189

I-g_Comment Letter I-173 - Harold T. Townend

Response To: Harold Townend

Response to I-173.1

The Project would reduce traffic on local streets. For example, in 2040 without the Project, traffic on Florida between Winchester Road and Warren Road would average 63,200 vehicles a day. With the realignment, that would decrease to 32,400 vehicles, or roughly half the traffic that would be there otherwise. Traffic on Warren Road between Florida Avenue and Devonshire Avenue would decrease from 17,000 vehicles a day to 2,000 vehicles a day. More comprehensive traffic data are available in Section 3.1.6 Partially Recirculated Draft EIR/Supplemental Draft EIS. Please also see the Traffic Analysis for State Route 79 Realignment, July 2005 (revised January 2006 and November 2009) and the SR 79 Realignment Project Supplemental Traffic Report September 2014. All technical reports are available from the Project website at http://sr79project.info/library-links/technical-reports.

According to the California Air Resources Board Air Quality and Land Use Handbook (2005), studies conducted to evaluate health risks due to highway traffic show the strongest association within 300 feet of the highways. The Four Seasons at Hemet community would be more than 304.8 meters (1,000 feet) away from the Project, so particulate levels would be similar to other areas that are farther away (see Section 3.2.6 of the Partially Recirculated Draft EIR/EIS for more information).

Similarly, although noise levels within a few hundred feet of a roadway might justify noise barriers, there would not be a comparable effect on more distant locations, such as the Four Season community. The project changes associated with Build Alternative 1br were investigated in an Updated NSR/NADR. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

The comment does not raise any specific concerns with the analyses on these topics and so no further response is possible.

Response to I-173.2

Providing an alignment along the canal would violate Metropolitan Water District of Southern California (MWD) restrictions on building near this valuable source of drinking water. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to I-173.3

The Preferred Alternative does not include an interchange at Tres Cerritos Avenue. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comment Letter I-173

RCTC –Attn. Cathy Bechtel
Re: Comments on SR79 Realignment Project
April 8, 2013 Page Two

A large number of our residents signed a petition, which has been presented to you by Nick Orlandos (a concerned homeowner of Four Season Hemet) asking for a NO Build for the current SR79 alignment project, based on the current designed routes. Therefore, we ask the RCTC to seriously consider recommending a fifth alternative route closer to and paralleling the San Diego Canal. **I-173.4**

Respectfully Submitted by the Four Seasons at Hemet Board of Directors.

Harold T. Townend, President

Cc: Deanna Eliano, Director of Community Development, City of Hemet
Larry Smith, RCTC Member from the City of Hemet

2 of 2

Response to I-173.4

The alignment has moved as far east, closest to the canal, as it can without impacting existing vernal pools. Vernal pools are a sensitive biological resource and if impacted, the project would not be able to acquire the permits needed to build the project.

The "No Build" Alternative would not satisfy the Project purpose or fulfill the identified need (Draft EIR/EIS Section 1.2). Build Alternative 1br has been identified as the Preferred Alternative by the Project Development Team. This required balancing a number of competing concerns including protection of drinking water. The evaluation process is described in Chapter 2 of the Final EIR/EIS.

Comment from: Pechanga Band of Luiseño Indians

Comment Letter T-1

PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

Post Office. Box 2183 • Temecula, CA 92593
Telephone (951) 308-9295 • Fax (951) 506-9491

Chairperson:
Germaine Arenas

Vice Chairperson:
Mary Bear Magee

Committee Members:
Evie Gerber
Darlene Miranda
Bridgett Barcello Maxwell
Aurelia Marruffo
Richard B. Scearce, III

Director:
Gary DuBois

Coordinator:
Paul Macarro

Cultural Analyst:
Anna Hoover

March 25, 2013

VIA E-MAIL and USPS

Mr. Aaron Burton
Senior Environmental Planner
California Department of Transportation
P. O. Box 12008
Riverside, CA 92502-2208

Re: Pechanga Tribe Comments on the Notice of Availability of a Draft Environmental Impact Report/Environmental Impact Statement for the State Route 79 Realignment Project, EA 08-494000, PN 0800000784

Dear Mr. Burton:

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government. The Tribe formally requests to be notified and involved in the entire CEQA/NEPA/Section 106 environmental review process for the duration of the above referenced project (the "Project"). Please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archaeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. Please also incorporate these comments into the record of approval for this Project. **T-1.1**

The Tribe submits these comments concerning the Project's potential impacts to cultural resources in conjunction with the environmental review of the Project. The Tribe understands the process Caltrans is proposing – which is to defer assessment and mitigation until the Preferred Alternative is chosen – in order to address the potential impacts to cultural sites on whichever alignment is chosen. However, we are concerned that Caltrans' decision to evaluate and mitigate cultural resources in the final environmental document may remove much of the Tribe's ability to review and comment on the potential impacts to our cultural resources. **T-1.2**

Therefore, the Tribe requests that a process be developed with Caltrans and the archaeological consultant, in which the Tribe is provided the opportunity to participate in the fieldwork necessary to test the cultural sites, including any original assessments, Phase II assessments or similar, to provide information about site context and traditional landscapes and tribal values, to comment on any interim draft documents before they are released for public review and continue to consult with Caltrans through the preparation of the FEIR/EIS, including the inclusion of **T-1.3**

Sacred Is The Duty Trusted Unto Our Care And With Honor We Rise To The Need

Comment Letter T-1 - Pechanga Band of Luiseño Indians

Response To: Pechanga Band of Luiseño Indians

Response to T-1.1

The Tribe has been and will continue to be invited to consult in the entire CEQA/NEPA/Section 106 environmental review process for the duration of the Project. The Tribe is currently on all distribution lists for public notices and circulation of all documents, including environmental review documents, archaeological reports, and other Project documents. The Tribe will continue to be notified of all public hearings and scheduled Project approvals. All Tribal comments have been included in the Project record.

Response to T-1.2

Your concern that the evaluation of cultural resources will be deferred until the Preferred Alternative has been identified, resulting in the Tribe having less of an ability to review and comment on the potential impacts to cultural resources, has been included in the Project record. For that reason, subsequent to the circulation of the Draft EIR/EIS, additional consultation under Section 106 has occurred, with evaluation of all cultural resources on all proposed alternatives. In consultation with Pechanga and other interested parties, historic properties have been identified, and a Finding of Adverse Effect has been rendered. A Memorandum of Agreement (MOA) between the California Department of Transportation and the California State Historic Preservation Officer to address adverse effects of the preferred alternative on historic properties has been negotiated, with tribal input, and signed. The results of the Section 106 process have been published in the RDEIR/SDEIS to allow for public disclosure and additional tribal and public comment. See also the response to T-1.1.

Response to T-1.3

See the response to T-1.2. The Tribe has been fully involved in consultation, including participation in fieldwork to assess sites; input on site context, traditional landscapes, traditional cultural properties, and tribal values; review of all draft documents pertaining to Native American resources; and input on preservation, avoidance, and mitigation that have been incorporated into the Section 106 MOA and the Final EIR/EIS. Tribal input on impacts from the Preferred Alternative to cultural resources has been obtained through formal consultation and incorporated into the MOA and Final EIR/EIS.

Comment Letter T-1

Pechanga Comment Letter to Caltrans
Re: Pechanga Tribe Comments on the DEIR/EIS for SR79 Realignment
March 25, 2013
Page 2

appropriate preservation, avoidance and if needed, mitigation measures. The Tribe also requests that this process be memorialized in the Project mitigation measures to ensure that Caltrans has legal accountability for properly assessing the Preferred Alternative's definite impacts to cultural resources and that the Tribe be involved in the process. Additional information is provided below. **T-1.3 cont.**

THE CA DEPARTMENT OF TRANSPORTATION (CALTRANS) MUST INCLUDE INVOLVEMENT OF AND CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL REVIEW PROCESS

It has been the intent of the Federal Government[1] and the State of California[2] that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that the project lies within the Pechanga Tribe's traditional territory. Therefore, in order to comply with CEQA/NEPA and other applicable Federal and California law, it is imperative that Caltrans consult with the Tribe in order to guarantee an adequate knowledge base for an appropriate evaluation of the Project effects, as well as generating adequate avoidance and if necessary, mitigation measures. **T-1.4**

The requirements of Section 106 of the National Historic Preservation Act, set forth in 36 CFR Part 800, clearly requires consultation with Indian tribes, regardless of the location of the project (36 CFR 800.2(c)). The regulations go on to state that the agency official shall ensure that consultation provides an Indian tribe "a reasonable opportunity to identify its concerns about historic properties, advise on the identification and evaluation of historic properties, including those of traditional religious and cultural importance, articulate its views on the undertaking's effects on such properties, and participate in the resolution of adverse effects." Id. Further, consultation must occur early in the planning process in order to "identify and discuss relevant preservation issues and resolve concerns about the confidentiality of information on historic properties." Id. **T-1.5**

Caltrans had consulted with the Tribe several times on this Project as outlined in the DEIR/EIS. The Tribe requests that Caltrans continue to include the Tribe as a partner in the identification and evaluation of cultural resources impacted by the Project immediately upon selection of the Preferred Alternative, and ultimately in developing any avoidance and mitigation measures to address those impacts. **T-1.6**

[1]See e.g., Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments, Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments, Executive Memorandum of September 23, 2004 on Government-to-Government Relationships with Tribal Governments, and Executive Memorandum of November 5, 2009 on Tribal Consultation.
[2] See California Public Resource Code §5097.9 et seq.; California Government Code §§65351, 65352.3 and 65352.4

Pechanga Cultural Resources • Temecula Band of Luiseño Mission Indians
Post Office Box 2183 • Temecula, CA 92592

Sacred Is The Duty Trusted Unto Our Care And With Honor We Rise To The Need

Response to T -1.4

The California Department of Transportation (Caltrans) and Federal Highway Administration (FHWA) have been consulting with the Tribe since 2005, in compliance with CEQA, NEPA, and Section 106 of the National Historic Preservation Act. The agencies have provided the Tribe a reasonable opportunity to identify its concerns about historic properties, advise on the identification and evaluation of historic properties, including those of traditional religious and cultural importance, articulate its views on the Project's effects on such properties, and participate in the resolution of adverse effects through the Section 106 process. Tribal input on impacts from the Preferred Alternative to cultural resources has been obtained through formal consultation and incorporated into the MOA and Final EIR/EIS.

Response to T-1.5

The Tribe's comment regarding consultation with Indian tribes, regardless of the location of the Project, has been noted. See also responses to T-1.3 through T-1.4.

Response to T-1.6

See responses to Comments T-1. 2 through T-1.4. Following circulation of the Draft EIR/EIS, during the Section 106 process, a Traditional Cultural Property (TCP) was identified within the locally preferred alternative. As a result, in consultation with the Tribe, Alternative 1br was designed to reduce direct impacts to the TCP. The Section 106 MOA, developed in consultation with the Tribe, provides additional mitigation measures to address Project impacts on historic properties.

Comment Letter T-1

Pechanga Comment Letter to Caltrans
Re: Pechanga Tribe Comments on the DEIR/EIS for SR79 Realignment
March 25, 2013
Page 3

PECHANGA CULTURAL AFFILIATION TO PROJECT AREA

The Pechanga Tribe asserts that the Project area is part of Luiseño, and therefore the Tribe's, aboriginal territory as evidenced by the existence of Luiseño place names, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive Luiseño artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as extensive history with both this Project and other projects within the area. **T-1.7**

The Pechanga Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Of the many anthropologists and historians who have presented boundaries of the Luiseño traditional territory, few have excluded the Project area from their descriptions (Sparkman 1908; Kroeber 1925; White 1963; Harvey 1974; Oxendine 1983; Smith and Freers 1994), and such territory descriptions correspond almost identically with that communicated to the Pechanga people by our elders. While historic accounts and anthropological and linguistic theories are important in determining traditional Luiseño territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions.

The Pechanga Tribe has a specific legal and cultural interest in this Project as the Tribe is culturally affiliated with the geographic area, which comprises the Project property. The Tribe has been named the Most Likely Descendent (Cal. Pub. Res. C. §5097.98) on Projects in the nearby vicinity of the proposed Project and has specific knowledge of cultural resources and sacred places near the proposed Project. The Tribe has submitted information regarding cultural affiliation to Caltrans in previous comment letters for this Project. **T-1.8**

The Tribe welcomes the opportunity to meet with the Caltrans to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction if so desired.

TRIBAL CONCERNS WITH THE DEIR/EIS

The proposed Project and alternatives are located in a highly sensitive region of Luiseño territory and the Tribe knows that the possibility for impacting known resources and recovering subsurface resources during ground-disturbing activities is high. The Tribe has over thirty-five (35) years of experience in working with various types of construction projects throughout its territory. The combination of this knowledge and experience, along with the knowledge of the **T-1.9**

Pechanga Cultural Resources • Temecula Band of Luiseño Mission Indians
Post Office Box 2183 • Temecula, CA 92592

Sacred Is The Duty Trusted Unto Our Care And With Honor We Rise To The Need

Comment Letter T-1 - Pechanga Band of Luiseño Indians

Response to T-1.7

It is noted that the Project area is within what has been documented historically as Luiseño territory and the Tribe's documented aboriginal territory. Thus, the agencies have consulted and will continue to consult the Tribe, regarding their cultural interest in the Project area.

Response to T-1.8

See response to Comment T-1.7.

Response to T-1.9

FHWA and Caltrans have continued to consult the Tribe regarding known resources and the potential for subsurface resources during Section 106 consultation and negotiation of a MOA.

Comment Letter T-1

Pechanga Comment Letter to Caltrans
Re: Pechanga Tribe Comments on the DEIR/EIS for SR79 Realignment
March 25, 2013
Page 4

culturally-sensitive areas and oral tradition, is what the Tribe relies on to make fairly accurate predictions regarding the likelihood of subsurface resources in a particular location. **T-1.9 cont.**

As Caltrans knows, both NEPA and CEQA require an agency to evaluate the environmental impacts of a project prior to any decision-making with regard to the project. In fact, FHWA reminds its practitioners that NEPA "calls for an examination and consideration of impacts of the proposed action on sensitive resources." CEQA itself is not just a procedural process but a substantive mandate to refrain from approving projects with significant effects if there are alternatives or mitigation measures which can lessen or avoid the effects. [Mountain Lion Foundation v. Fish & Game Commission (1997) 16 Ca. 4th 105.] Moreover, courts tend to disfavor deferred mitigation for projects. [See, Defend the Bay v. City of Irvine (4th Dist. 2004) 119 Cal. App. 4th 1428.] Determining appropriate mitigation or even whether there are any impacts, necessarily requires evaluation. Thus, both the law and public policy guiding NEPA and CEQA disfavor deferring evaluation and mitigation. **T-1.10**

With that framework in mind, the Tribe understands that evaluation of all the potential alternatives presented here would be costly and time-consuming and create unwarranted impacts to cultural resources. However, we are deeply concerned with Caltrans' decision to evaluate and address potential avoidance and/or mitigation of cultural resources in the final environmental document, thereby removing much of the Tribe's ability to review and comment on the potential impacts to cultural resources early on in this Project. This approach greatly jeopardizes the wealth of located cultural material in the Project area and if Caltrans must proceed in this fashion, we strongly urge that some alternative, binding process be developed to ensure that cultural concerns are addressed adequately and appropriately in the final environmental document. As the DEIR/EIS notes, each alternative, except the No Project Alternative, would impact at least 14 or more cultural sites. Caltrans must take its obligations to Tribes seriously as this Project progress, which must include early and frequent consultation as the Preferred Alternative is chosen and the assessment of impacts to cultural resources is completed. **T-1.11**

Because we are sensitive to the situation faced by Caltrans' on this Project and in keeping with the spirit and intent of federal and state environmental laws, the Tribe would request that Caltrans develop a process similar to that used for the Mid-County Parkway project in which tribes are provided interim draft EIR/EISs, draft HPSRs, draft cultural resources studies, etc. for review and comment well before the final document is completed. We suggest for clarity of Caltrans' obligations, that a time frame be named in the DEIR/EIS for consulting with Tribes once the Preferred Alternative is chosen. We suggest that within 30 days of choosing the alternative, Caltrans must contact the Tribes for consultation and evaluation of the chosen alignment's impacts to cultural resources. **T-1.12** Tribal consultation and input on this Project and the effects it will have on cultural resources is vital to ensuring that the proposed alignment minimizes or eliminates impacts to cultural resources as is required by law. We look forward to working closely with Caltrans staff and the archaeological consultant to ensure that such a process includes tribal input and acknowledges tribal values and concerns. We further request to **T-1.13**

Pechanga Cultural Resources • Temecula Band of Luiseño Mission Indians
Post Office Box 2183 • Temecula, CA 92592

Sacred Is The Duty Trusted Unto Our Care And With Honor We Rise To The Need

Response to T -1.10

The Tribe's comment regarding deferring evaluations and mitigation has been noted. See response to T-1.2 and T-1.6 addressing the actions that have been taken to ensure that significant effects to historic properties has been reduced to the extent feasible and that other actions are identified in the Section 106 MOA to further mitigate adverse effects.

Response to T-1.11

See responses to T-1.2 through T-1.4 and T-1.6.

Response to T-1.12

See responses to Comment T-1. 2.

Response to T-1.13

See response to Comment T-1. 4.

Comment Letter T-1

Pechanga Comment Letter to Caltrans
Re: Pechanga Tribe Comments on the DEIR/EIS for SR79 Realignment
March 25, 2013
Page 5

participate in all archaeological surveys and excavations and any other earthmoving operation that could impact cultural resources. **T-1.13 cont.**

PROJECT MITIGATION MEASURES

Although the mitigation measures provided are intended to be a starting point for future measures once the Preferred Alternative is chosen, the Tribe is concerned with the lack of tribal involvement. As is indicated in the HPSR and the DEIR/EIS, there are numerous cultural sites that will be impacted (i.e. directly or indirectly through visual, cumulative impacts, etc) and must be appropriately monitored during earthmoving activities. Therefore, the Tribe recommends that the proposed mitigation measures be modified to include tribal involvement and to allow for further refinement in the Final EIR/EIS, in addition to any specific measures needed once the alignment is chosen. **T-1.14**

CR-1 Cultural Materials Discovered during Construction. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find in consultation with the Tribe. **T-1.15**

CR-2 Archaeological Monitor Requirement. Prior to beginning project construction, Caltrans shall retain a Qualified archaeological monitor to monitor ground-disturbing activities in an effort to identify any unknown archaeological resources, to ensure that ESA's are maintained, to document monitoring and earthmoving activities and to . The qualified archaeological monitor shall have the authority to stop and redirect grading activities. **T-1.16**

CR-3 Tribal Monitor Requirement. At least 30 days prior to beginning project construction, Caltrans shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. **T-1.17**

~~**CR-2**~~ **CR-4 Discovery of Human Remains.** If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, who will then notify the most **T-1.18**

Pechanga Cultural Resources • Temecula Band of Luiseño Mission Indians
Post Office Box 2183 • Temecula, CA 92592

Sacred Is The Duty Trusted Unto Our Care And With Honor We Rise To The Need

Comment Letter T-1 - Pechanga Band of Luiseño Indians

Response to T-1.14

The FHWA and Caltrans have continued to consult with the Tribe throughout the Section 106 process to identify historic properties, assess the effects of the Project's Preferred Alternative (1br) on those historic properties, and determine the necessary and appropriate measures to avoid, minimize, and mitigate adverse effects. Those measures have been formalized in a Finding of Effect document and in the Section 106 MOA, as documented in the Final EIR/EIS.

Response to T-1.15

The requested provisions of this measure have been included in the Section 106 MOA and the accompanying Monitoring and Post-Review Discovery Plan (Attachment E of the MOA).

Response to T-1.16

The requested provisions of this measure have been included in the Section 106 MOA and the accompanying Monitoring and Post-Review Discovery Plan (Attachment E of the MOA) and the ESA Action Plan (Attachment F of the MOA).

Response to T-1.17

The requested provisions of this measure have been included in the Section 106 MOA and the accompanying Monitoring and Post-Review Discovery Plan (Attachment E of the MOA). As well, the Monitoring and Post-Review Discovery Plan commits to development of a Monitoring Agreement with the Tribe to specify scheduling, levels of effort, locations, and compensation for monitoring during Project construction.

Response to T-1.18

It is Caltrans' standard policy to follow the procedures in the Public Resources Code, as detailed in this comment, if human remains are discovered outside a formal cemetery. These procedures, to be followed during construction, are detailed in the Monitoring and Post-Review Discovery Plan (Attachment E of the MOA).

Comment Letter T-1

Pechanga Comment Letter to Caltrans
Re: Pechanga Tribe Comments on the DEIR/EIS for SR79 Realignment
March 25, 2013
Page 6

likely descendent (MLD) within 24 hours. Pursuant to state law, the MLD has 48 hours to inspect the site and make their recommendations to the landowner. Further provisions of PRC 5097.98 are to be followed as applicable, in addition to any terms contained in the Agreement required in CR-3. **T-1.18 cont.**

~~CR-3~~ **CR-5 Establishment of ESA for CA-RIV-6907/H.** An Environmentally Sensitive Area (ESA) will be established for CA-RIV-6907/H, which will be fenced and monitored. The ESA will consist of areas within and near the limits of construction where access is prohibited or limited for the preservation of the archaeological site. No work shall be conducted within the ESA. All designated ESAs and fencing limits will be shown on final design plans and appropriate fencing requirements included in the PS&E. Fencing will consist of high-visibility fencing material and will be 4 feet high. The archaeological monitor who meets the Secretary of Interior Professional Standards for prehistoric and historical archaeology (i.e., meets Caltrans PQS qualifications) and the Tribal monitor(s) shall monitor the placement of the ESA fencing, inspect the fencing periodically throughout the construction period, order replacement of fencing (the archaeologist shall be responsible, if needed), and monitor removal of fencing at the end of construction. **T-1.19**

~~CR-4~~ **CR-6 Additional Avoidance, Minimization, and/or Mitigation Measures.** Because the Section 106 studies for the Project have been deferred, there has not been a formal determination of effects from the State Historical Preservation Officer (SHPO) for the undertaking as a whole. Cultural resources that have been identified for further evaluation will be addressed, in consultation with Tribes, after the Draft EIR/EIS has been circulated, comments have been received from the public, and a Preferred Alternative has been identified, but prior to the Final EIR/EIS. No later than 30 days after identifying the Preferred Alternative, Caltrans must notify the appropriate Indian Tribes and initiate consultation and tribal involvement for the assessment of impacts to cultural resources. This includes, but is not limited to, any initial surveys, Phase II testing and/or CRHR or NRHP evaluations, review and input on all avoidance and/or mitigation measures designed for this Project and review of the draft HPSR before it is circulated to SHPO. The evaluation and findings will be reported and circulated in a Supplemental HPSR, which must be provided to Tribes for tribal input at least 60 days before the release of the FEIR/EIS. Depending on SHPO's concurrence with the findings of the evaluations, additional Section 106 consultation (e.g., Finding of Effect, resolution of adverse effects resulting in a Memorandum of Agreement [MOA]) may be required for historic properties on the Preferred Alternative. Additional avoidance, minimization, and/or mitigation measures for the Project~~, if required pursuant to a MOA~~, will be included in the Final EIR/EIS, with tribal consultation, to address any adverse effects to historic properties. Any additional compliance with Section 4(f) will also be completed. **T-1.20**

Pechanga Cultural Resources • Temecula Band of Luiseño Mission Indians
Post Office Box 2183 • Temecula, CA 92592

Sacred Is The Duty Trusted Unto Our Care And With Honor We Rise To The Need

6 of 8

Response to T-1.19

The overall provisions of this measure have been included in the ESA Action Plan (Attachment F of the MOA). An ESA designation will not be needed for CA-RIV-6907/H, as that site is not within the impact areas of the Preferred Alternative 1br. Nonetheless, other archaeological sites (components of a Potential Prehistoric Archaeological District) and portions a TCP that fall within the impact area of Alternative 1br will be protected and monitored as ESAs, as detailed in the ESA Action Plan (Attachment F of the MOA). Provisions in the ESA Action Plan include ESA fencing, professional monitoring, and Native American participation to ensure protection of archaeological resources and the TCP during construction.

Response to T-1.20

Subsequent to the publication of the Draft EIR/EIS, FHWA and Caltrans have continued to consult with the Tribe throughout the Section 106 process to identify historic properties, assess the effects of all Project Alternatives on those historic properties, and determine the necessary and appropriate measures to avoid, minimize, and mitigate adverse effects. Those findings were presented in a Supplemental HPSR (Delu and Eddy 2014), on which the Tribe had the opportunity to comment. A Finding of Adverse Effect, with concurrence from SHPO on March 2, 2015, documented the direct and indirect effects of each alternative on identified historic properties. A Section 4(f) analysis was also conducted to demonstrate that Alternative 1br is the prudent and feasible alternative that minimizes effects to historic properties most effectively.

Avoidance, minimization, and mitigation measures have been developed in consultation with the Tribe, and formalized in the Section 106 MOA and the Final EIR/EIS.

Comment Letter T-1

Pechanga Comment Letter to Caltrans
Re: Pechanga Tribe Comments on the DEIR/EIS for SR79 Realignment
March 25, 2013
Page 7

The Pechanga Tribe looks forward to working together with Caltrans in protecting the invaluable Pechanga cultural resources found in the Project area. Please contact me at 951-770-8104 or at ahoover@pechanga-nsn.gov once you have had a chance to review these comments so that we can begin drafting the proposed protocols. Thank you. **T-1.21**

Sincerely,

Anna Hoover
Cultural Analyst

Cc Pechanga Office of the General Counsel
Brenda Tomaras, Tomaras & Ogas, LLP
Gary Jones, Caltrans District 8

Pechanga Cultural Resources • Temecula Band of Luiseño Mission Indians
Post Office Box 2183 • Temecula, CA 92592

Sacred Is The Duty Trusted Unto Our Care And With Honor We Rise To The Need

Comment Letter T-1 - Pechanga Band of Luiseño Indians

Response to T-1.21

The FHWA and Caltrans will continue to consult with the Tribe throughout the implementation of the Section 106 MOA.

Comment from: Soboba Band of Luiseño Indians

Response To: Soboba Band of Luiseño Indians

Comment Letter T-2

Soboba Band of Luiseño Indians

P.O. BOX 487 · SAN JACINTO, CA 92581 · TELEPHONE (951) 654-2765

By U.S. Mail and Email (CBechtel@RCTC.org)

March 21, 2013

Cathy Bechtel, Project Development Director
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Re: SR 79 Realignment Draft EIR/EIS
Comments of the Soboba Band of Luiseño Indians

Dear Ms. Bechtel:

The Soboba Band of Luiseño Indians, a federally recognized Indian Tribe located in the San Jacinto Valley of Riverside County, California, submits the following comments on the draft Environmental Impact Report / Environmental Impact Statement concerning the SR 79 Realignment Project, released February 8, 2013.

Realignment Alternatives in the Vicinity of Domenigoni Parkway

Soboba is the owner of 128 acres of vacant land east of Winchester Road on the north and south sides of Domenigoni Parkway, which it acquired in late 2011 by virtue of a federal law approving the Soboba Settlement Agreement, Pub. L. 110-297 (2008). A map of the property with identifying APN's is attached to these comments.

The property is located in the Planning Area of the City of Hemet, which has designated it for mixed use development. *See* Hemet General Plan 2030 2.6.6 ("Mixed-Use Area #3 . . . serves as the 'Gateway' to the City along Domenigoni Parkway as well as a major regional center. It is anticipated that the site will be owned in total by the Soboba Band of Luiseño Indians and will develop into a retail, office, and residential project"). Similarly, the Winchester Municipal Advisory Council has tentatively designed the area for the community's largest

Comment Letter T-2 - Soboba Band of Luiseño Indians

Comment Letter T-2

Cathy Bechtel, Project Development Director
March 21, 2013
Page 2 of 3

commercial/retail development. *See* Draft Land Use Study, August 1, 2012, at 20 (available at http://www.winchestermac.org). The Tribe plans to use the site as the location of a major commercial and retail center, potentially including a hotel, recreational amenities and other facilities.

The Soboba Band of Luiseño Indians requests that environmental planning and design of the SR 79 realignment in the vicinity of Winchester Road and Domenigoni Parkway take into account the Tribe's ownership and intended use of the settlement property, which has been endorsed by both the City of Hemet and the Community of Winchester. Accordingly, the interchange of the realigned SR 79 and Domenigoni Road: T-2.1

1. must not infringe in any way on the Tribe's property, which the Tribe will strongly resist as the entire tract is required for the planned mixed use development;
2. must be planned to accommodate substantial increased traffic due to the contemplated development of the Tribe's property; and,
3. must be located east of the Tribe's property to facilitate access to it, as well as to avoid severing its connection with the Community of Winchester.

With respect to the third item, although two of the realignment alternatives intersect Domenigoni Parkway east of the Tribe's property – Build Alternatives 1b and 2b – the Tribe's preferred alternative for reasons pertaining to cultural resources protection and preservation (explained immediately below) is Build Alternative 1b (incorporating roadway segments C and G).

Cultural Resources

In order to prevent the likelihood of disturbing Native American human remains, the Soboba Tribe disfavors realignment alternatives intersecting Domenigoni Parkway to the west of the Tribe's property – Build Alternatives 1a and 2a. These alternatives present a strong likelihood for the unintentional discovery of human remains because human remains were discovered on a project in the vicinity of these realignment alternatives in the past. For this reason, the Tribe prefers Build Alternative 1b incorporating roadway segment C. T-2.2

The Soboba Tribe prefers roadway segment G because it avoids unnecessary impacts to any culturally significant landmarks in the West Hemet Hills that may be of importance to the Tribe. Roadway segment H in Build Alternative 2b would drastically alter the geographic appearance of the hills and cause significant disturbance to cultural resources. These impacts can be minimized and avoided by incorporating roadway segment G in Build Alternative 1b. T-2.3

2 of 4

Response to T-2.1

The Soboba Band's preference that the interchange at Domenigoni Parkway satisfy the three criteria specified has been included in the Project record. Build Alternative 1br has been identified as the Preferred Alternative by the Project Development Team (PDT) and would not infringe on the Tribe's property.

Response to T-2.2

The Soboba Tribe's preference for Build Alternative 1b, incorporating Roadway Segment C, has been included in the Project record. Build Alternative 1br has been identified as the Preferred Alternative and would not infringe on the sensitive area identified by the Tribe. No Native American human remains are expected to be affected by the Project. Provisions for treatment of currently unknown cultural resources or human remains discovered in the Preferred Alternative are included in the Section 106 MOA. It is Caltrans' standard policy to follow the procedures in the Public Resources Code, if human remains are discovered outside a formal cemetery. These procedures, to be followed during construction, are detailed in the Monitoring and Post-Review Discovery Plan (Attachment E of the MOA).

Response to T-2.3

As part of the Section 106 process for compliance with the National Historic Preservation Act, formal FHWA and Caltrans consultation with the Native American tribes has been ongoing since 2005. The West Hemet Hills had not been identified by any Native American tribe as a culturally significant landmark when the Draft EIR/EIS was circulated. Following circulation of the Draft EIR/EIS, during the Section 106 process, a Traditional Cultural Property (TCP) was identified within the locally preferred alternative 2b, incorporating roadway segment H. As a result, and in consultation with the Tribe, Alternative 1br was designed to reduce direct impacts to the TCP. As well, the Section 106 MOA, developed in consultation with the Tribe, provides additional mitigation measures to address Project impacts on historic properties. See also responses to T-1.2 through T-1.4.

Comment Letter T-2

Cathy Bechtel, Project Development Director
March 21, 2013
Page 3 of 3

There does exist a strong likelihood for the discovery of archeological features and artifacts along the Soboba Tribe's preferred Build Alternative 1b, as well as throughout the remainder of the realignment regardless of which alternative is selected. The Tribe proposes that the following mitigation measures be implemented for the project in order to reduce the impact of the project on the Tribe's cultural resources and prehistoric burials:

- Complete avoidance and preservation in place of burials and any recovered artifacts or other cultural resources deposits;
- Approval and completion of a cultural preservation location prior to commencement of any construction for use where preservation in place is not possible; **T-2.4**
- Determination of sensitive areas through consultation among the Soboba Tribe, the archaeological consultant for the project, and the Riverside County Transportation Commission;
- Elevated roadway in sensitive areas;
- Completion of shovel test pits in sensitive areas; and,
- Required tribal monitoring by the Soboba Tribe in sensitive areas.

As the project develops and additional surveys are completed, the mitigation measures enumerated above may require modification, and additional measures may be necessary in order to protect the Tribe's cultural resources. The Tribe will continue to consult with the action agencies and monitor the ground disturbing aspects of the project to ensure that its cultural resources are protected to the greatest extent possible. **T-2.5**

Thank you very much for your consideration of the Soboba Tribe's comments. Please do not hesitate to contact me, the Soboba Legal Department or Joe Ontiveros, Soboba Cultural Program Director, if you have questions or need additional information. You may reach anyone of us by calling 951-654-2765.

Sincerely,

Rosemary Morillo, Chairwoman
Soboba Band of Luiseño Indians

Enclosure: Map of Soboba settlement property

Comment Letter T-2 - Soboba Band of Luiseño Indians

Response to T-2.4

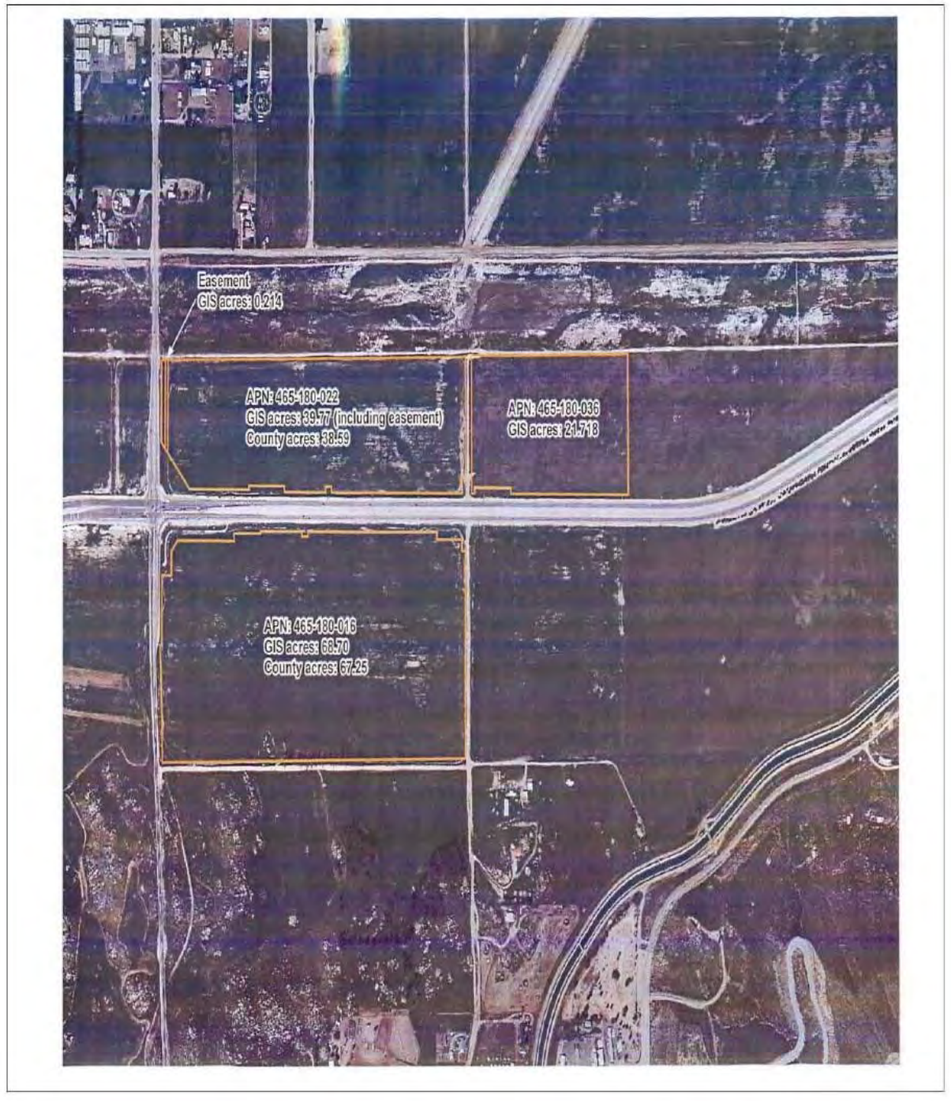
Avoidance, minimization, and mitigation measures have been developed in consultation with the Tribe, and formalized in the Section 106 MOA and the Final EIR/EIS. Measures include:

- Avoidance of burials and archaeological deposits and artifacts, to the extent feasible
- Provisions for relocation of sensitive cultural features; curation of all recovered artifacts, except items of cultural patrimony
- Identification of archaeologically sensitive areas, in consultation with the Tribe Establishing ESAs to be fenced for protection from construction impacts Native American and professional archaeological monitoring at ESAs and other
- identified culturally sensitive areas
- Documentation of known archaeological features prior to their destruction or relocation
- Recovery of significant archaeological deposits discovered during construction

Response to T-2.5

The FHWA and Caltrans will continue to consult with the Tribe throughout the implementation of the Section 106 MOA. To ensure that Project impacts to historic properties are avoided, minimized, and/or mitigated

Attachment to Comment Letter T-2



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

2.F-1

October 2, 2015

Aaron Burton
Senior Environmental Planner
Caltrans, District 8 Division of Environmental Planning
P.O. Box 12008
Riverside, CA 92502-2208

Subject: EPA comments on the Supplemental Draft Environmental Impact Statement for the State Route 79 Project, Riverside County, California (CEQ# 20150236)

Dear Mr. Burton:

The U.S. Environmental Protection Agency (EPA) has reviewed the Supplemental Draft Environmental Impact Statement (SDEIS) for the State Route 79 Project (SR 79), Riverside County, California. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's (CEQ) NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act. We previously reviewed the Draft Environmental Impact Statement (DEIS) for the project and provided comments in a March 22, 2013 letter. We rated the DEIS as EC-2, *Environmental Concerns, Insufficient Information* due to impacts to aquatic resources and a need for further assess impacts on cultural resources. This Supplemental Draft Environmental Impact Statement (SDEIS) is a limited-scope document that provides additional information on cultural resources, visual impacts, air quality, and noise, as well as updated information on land use and traffic. We are rating the limited scope of actions assessed in this SDEIS as LO, *Lack of Objections* (see attached *Summary of EPA Rating Definitions*). We commend Caltrans for the additional work that has been done to avoid and minimize impacts to cultural resources in consultation with local tribes, and we recommend that any further consultation and resulting avoidance measures be documented in the FEIS. 2.F-1.1

The development of the SDEIS followed the National Environmental Policy Act and Clean Water Action Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding (NEPA/404 MOU). EPA is a participant in the SR 79 Resource Agency Workgroup which provides an interagency forum for early feedback during development of the project and facilitates the NEPA/404 MOU process. For the next step in the NEPA/404 MOU checkpoint process EPA is available to continue coordination with the Resource Agency Workgroup to complete the conceptual mitigation plan and discuss additional avoidance and minimization measures through further project design refinements. 2.F-1.2

Responses to Comment Letter 2.F-1
United States Environmental Protection Agency Region IX

Response to Comment 2.F-1.1

The following avoidance, minimization, and mitigation measures have been included in the FEIR/FEIS and will be included in the Environmental Commitment Record (Appendix D). These measures are stipulated in the Memorandum of Agreement (MOA) negotiated under Section 106 consultation. The MOA has been reviewed by the Tribes and Caltrans, It was submitted on October 21, 2015 to the SHPO and signed by Caltrans and SHPO on March 25, 2016. The first four measures, CR-1 through CR-4, were first published in the recirculated DEIS/SEIS:

- CR-1 Provisions for Treatment of Cultural Materials Discovered during Construction.
- CR-2 Provisions for Archaeological and Native American Monitoring.
- CR-3 Protocols in the Event of Discovery of Human Remains.
- CR-4 Establishment of Environmentally Sensitive Areas

The following additional five measures were developed during preparation and negotiation of the Section 106 MOA and are included there, as well as in the FEIR/FEIS:II-

- CR-5 Preparation of a Historic Context for the Potential Prehistoric Archaeological District (PPAD).
- CR-6 Spatial and Visual Analysis of Elements of the PPAD.
- CR-7 Photogrammetric Documentation of Elements of the PPAD.

Response to Comment 2.F-1.2

Subsequent to the Draft EIR/EIS, Checkpoint 3 of the NEPA/404 MOU process was completed, and EPA concurred with the Conceptual Mitigation Plan for the Project. A qualitative assessment was prepared using the mitigation ratio checklist guidelines in January 2016, and the EPA concurred with the findings during a Resource Agency Meeting on March 16, 2016.

Thank you for the opportunity to comment on the SDEIS. We look forward to continued coordination on this project. When the FEIS is released for public review, please send one hard copy and one compact disc to the address above (mail code: ENF 4-2). If you have any questions, please contact Clifton Meek, the lead reviewer for this project, at 415-972-3370 or meek.clifton@epa.gov. **2.F-1.3**

Sincerely,

Connell Dunning

Connell Dunning, Transportation Team Supervisor
Environmental Review Section
Enforcement Division

Enclosures:
- Summary of EPA Rating Definitions

Cc via email: Gustavo Quintero, Riverside County Transportation Commission
Brenda Powell-Jones, Caltrans
John Chisholm, Caltrans

Responses to Comment Letter 2.F-1
United States Environmental Protection Agency Region IX

Response to Comment 2.F-1.3

One hard copy and one CD will be sent to the requested address when the FEIR/EIS is released for public review.

2.F-2

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052

FEMA

RECEIVED
OCT 20 2015
BECHTEL INFRASTRUCTURE CORPORATION

October 15, 2015

Aaron Burton
California Department of Transportation
P. O. Box 12008
Riverside, California 92502-2208

Dear Mr. Burton:

This is in response to your request for comments regarding Public Notice – NOI to Adopt Partially Recirculated Draft Environmental Report/Supplemental Draft Environmental Impact Statement and Announcement of Public Hearing for State Route 79 Realignment Project (Domenigoni Parkway to Gilman Springs Road).

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Riverside (Community Number 060245) and City of San Jacinto (Community Number 065056), Maps revised August 18, 2014. Please note that the City of San Jacinto, Riverside County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65. 2.F-2.1

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map. 2.F-2.2

- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any ***development*** must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways. 2.F-2.3

www.fema.gov

Responses to Comment Letter 2.F-2
FEMA

Response to Comment 2.F-2.1
The current Flood Insurance Rate Maps have been reviewed and the portions of the existing floodplain within the project area are shown in the DEIR, the Technical Memorandum Floodplain Evaluation Report and in the FEIR. It is noted that the City of San Jacinto is a participant of the National Flood Insurance Program and the minimum, basic NFIP floodplain management building requirements describe in Vol. 44 code of Federal Regulations (44 CFR), Sections 59 through 65 have been reviewed.
As this comment does not raise any specific concerns with the analysis contained in the PRDEIR/SEIS, it is assumed that this is for informational purposes only and no further response is possible or required.

Response to Comment 2.F-2.2
It is noted that all buildings constructed within a riverine floodplain must be elevated so that the lowest floor is at or above the Base Flood Elevation on the effective FIRM map. No buildings are proposed as part of the project.
As this comment does not raise any specific concerns with the analysis contained in the PRDEIR/SEIS, it is assumed that this is for informational purposes only and no further response is possible or required.

Response to Comment 2.F-2.3
The compliance with FEMA regulations and guidelines will be an integral part of the final design of the selected alternative and will be based on a detailed hydraulic analysis.

Aaron Burton
Page 2
October 15, 2015

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm. 2.F-2.4

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The San Jacinto floodplain manager can be reached by calling Krystie Rightmire, Administrator, at (951) 654-3592. The Riverside County floodplain manager can be reached by calling Deborah deChambeau, Senior Civil Engineer, at (951) 955-1265. 2.F-2.5

If you have any questions or concerns, please do not hesitate to call Frank Mansell of the Mitigation staff at (510) 627-7191.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
Krystie Rightmire, Administrator, City of San Jacinto
Deborah deChambeau, Senior Civil Engineer, Riverside County
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources, Southern Region Office
Frank Mansell, NFIP Planner, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

www.fema.gov

Responses to Comment Letter 2.F-2
FEMA

Response to Comment 2.F-2.4

Each Build alternative and design option under consideration could encroach on a floodplain. The proposed encroachment associated with any of the Build alternatives or design options would be minimized by the selection, design, and construction of appropriate hydraulic structures and drainage facilities. Although no significant floodplain encroachment has been identified, Measure HYDRA-1 through 3 are proposed as part of the project to prevent significant adverse impacts to the floodplains and document any changes made to the floodplains by the Project. Specifically, a Letter of Map Revision for any changes to existing Special Flood Hazard Areas will be submitted to FEMA as outlined in Measure HYDRA -2 Complete a Letter of Map Revision. This measure states that the Design Engineer shall complete a Conditional Letter of Map Revision (CLOMR) after the design has been finalized and shall complete a Letter of Map Revision (LOMR) after construction is finished. Build Alternative 1br would result in a 0.85 ft change in water surface elevation in the immediate vicinity of the Sanderson Avenue Bridge of the San Jacinto River floodplain. The impact would be localized and would be minimal compared to the overall floodplain and would also be less than the allowable 1.0 ft increase specified in Federal Emergency Management Agency (FEMA) guidelines. As such, the impact to the floodplain would not be significant.

Response to Comment 2.F-2.5

It is noted that many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. The local floodplain administrators will be contacted during design of the project and coordination will occur as outlined in Mitigation HYDRA-3 Coordinate with Riverside County Flood Control and Water Conservation District (RCFC&WCD). Any work that affects District facilities or storm drains will be coordinated with the RCFC&WCD during final design. An encroachment permit from the RCFC&WCD shall be obtained for any construction that impacts their facilities.

SOUTHERN CALIFORNIA EDISON
An EDISON INTERNATIONAL Company

Louis B. Davis
Local Public Affairs
24487 Prielipp Drive
Wildomar, CA 92595

October 8, 2015

2.L-1

California Department of Transportation, District 08
Aaron Burton
P.O. Box12008
Riverside, CA 92502-2208
Aaron.Burton@dot.ca.gov
www.sr79project.info

RE: State Route 79 Realignment Project (RDEIR/SDEIS)

Dear Mr. Burton:

Southern California Edison (SCE) appreciates the opportunity to review and provide comments on the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) for the State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road. SCE understands the Caltrans, in cooperation with the U.S. Army Corps of Engineers, Riverside County Transportation Commission, the Cities of Hemet and San Jacinto, and the County of Riverside is proposing to realign approximately 18 miles of existing State Route 79 (SR 79). The realigned highway would be approximately 12 miles long and constructed as a limited access, four-lane expressway, with two travel lanes in each direction separated by a median. Refinements to Build Alternative 1b were created to mitigate impacts to a cultural property.

Potential Impacts to SCE's Facilities

SCE maintains and operates a network of transmission, distribution, and electrical facilities within the project area for the SR 79 Realignment. The SR 79 Realignment Project would cross a number of SCE's existing 115 kilovolt (kV) subtransmission lines, which are illustrated as dashed green lines in the attached figure. The realignment and widening of SR 79 may impact SCE's vertical and horizontal clearance requirements, as well as require the modification and relocation of SCE subtransmission. SCE is especially concerned about the improvements of the following interchanges: **2.L-1.1**

- Ramp Radii at Ramona Expressway
- Sanderson Avenue Interchange
- Esplanade Avenue Interchange
- Grand Avenue Intersection

Figure 3.1-1c in the RDEIR/SDEIS identifies a utility relocation area along SR 79 (Sanderson Avenue), which is the northern part of the project. However, it does not include a discussion about potential utility impacts and relocations at the Esplanade Avenue and Grand Avenue interchanges. Figure 3.1-33 A provides a view of Grand Avenue and contains SCE's subtransmission line on the left hand side of the photos; however, the subtransmission line was removed in Figure 3.1-33 B. The simulated view of Esplanade Avenue (Figure 3.1-37 B) contains an elevated structure. The increased ground elevation may impact the vertical and horizontal clearance of SCE's existing subtransmission lines and require modification or relocation. Therefore, the subtransmission line may not be accurately depicted in the simulation. **2.L-1.2**

Responses to Comment Letter 2.L-1
Southern California Edison

Response to Comment 2.L-1.1

During the design phase of the project, the SR 79 team will coordinate with SCE on the alteration, or relocation of facilities and services in the project direct impact area, in order to avoid or minimize any impacts to SCE facilities.

Response to Comment 2.L-1.2

In both views, the transmission structure issues SCE has identified have relatively little effect on the determination of the visual effects of the proposed freeway segment on the view because of the relatively small mass of these transmission features in relationship to the substantially greater mass and visual dominance of the new freeway elements and thus do not change the conclusions about the project's visual impacts in these areas.

October 8, 2015
SR 79 Realignment RDEIR/SDEIS
Page 2 of 3

Regulatory Requirements
SCE is subject to the California Public Utilities Commission's (CPUC) General Order (GO) 95 and 131-D. GO 95 establishes rules and regulations for the overhead line design, construction, and maintenance, which includes vertical and horizontal clearance from thoroughfares and the ground. The modification or relocation of subtransmission lines that operate above 50 kV may be subject to CPUC's GO 131-D[1]. As a state agency, the CPUC is also required to comply with the requirements of the California Environmental Quality Act (CEQA). If the proposed project requires modification or relocation of a subtransmission line, it should be addressed in the RDEIR/SDEIS. **2.L-1.3**

Project Plan Review
SCE requests submittal of five (5) sets of the SR 79 Realignment Project plans depicting SCE's facilities and associated land rights to the location below. The proposed improvements should not impose constraints on SCE's ability to access, maintain, and/or operate its current and future facilities. Any proposed use of SCE's easement will be reviewed on a case-by-case basis by SCE. Approvals or denials will be in writing based upon review of the maps provided by the developer and compatibility with SCE right-of-way constraints and rights. **2.L-1.4**

Real Properties Department
Southern California Edison Company
2131 Walnut Grove Avenue, G.O.3 – Second Floor
Rosemead, CA 91770

If you have any questions regarding this letter, please contact me at Louis.Davis@sce.com or (951) 249-8468.

Regards,

Louis Davis
Local Public Affairs Region Manager
Southern California Edison Company

cc: Carolyn Hensley, SCE
Karen Cadavona, SCE

[1] http://docs.cpuc.ca.gov/PUBLISHED/Graphics/589.PDF

Responses to Comment Letter 2.L-1
Southern California Edison

Response to Comment 2.L-1.3

The full extent of utility relocations will not be understood until final design of the Project. To the extent that utility relocations will occur within the area of effect studied in the Final EIR/EIS, they have been analyzed in the Final EIR/EIS. If at the final design of the Project it is determined that some utilities will need to be relocated outside the area analyzed, then Caltrans will coordinate with the CPUC to ensure that CEQA is complied with for those relocations. Caltrans is expected to adhere to the rules and regulations of the CPUC for overhead line design for vertical and horizontal clearances within our ROW, discussion of this can be found in Section 3.1.5.2 of the Final EIR/EIS. The SR 79 project team will continue to coordinate with SCE during the final design phase of the Project. Please refer to Appendix E, measure UTIL-1 for further information regarding coordination with utility owners and operators.

Response to Comment 2.L-1.4

The SR 79 project team will coordinate with SCE to ensure that the proposed improvements would not impose constraints on SCE's facilities to access, maintenance, and/or operation of its current and future facilities.

October 8, 2015
SR 79 Realignment RDEIR/SDEIS
Page 3 of 3

Responses to Comment Letter 2.L-1
Southern California Edison

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

2.L-2

October 8, 2015

Aaron Burton
Branch Chief
State of California Department of Transportation
P.O. Box 12008
Riverside, CA 92502-2208
e-mail AARON.BURTON@DOT.CA.GOV

Dear Mr. Burton,

Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for the State Route 79 Realignment Project

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the *Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement [RDEIR/SDEIS] and Draft Section 4(f) Evaluation* for the State Route 79 Realignment Project, located in western Riverside County, California. The RDEIR/SDEIS provides significant new information that was not available when the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) was circulated for public review in February 2013. The new information addresses modifications to Build Alternative 1b as a result of public, local agency, and Native American tribe comments and coordination regarding cultural resources and Section 4(f) resources. The Riverside County Transportation Commission (RCTC) is the lead agency under the California Environmental Quality Act (CEQA) and the California Department of Transportation (Caltrans) is the designated lead agency, representing the Federal Highway Administration, under the National Environmental Policy Act (NEPA). Metropolitan is providing comments on the RDEIR/SDEIS as an affected public agency and responsible agency, as defined in the State of California Public Resources Code, Section 21069.

Metropolitan previously commented on the Notice of Preparation/Notice of Intent for the Draft EIR/EIS for the proposed project on October 13, 2004, and on the Notice of Availability of the Draft EIR/EIS on March 25, 2013. In those comment letters, Metropolitan expressed concerns about the potential impacts of the proposed project to Metropolitan facilities, rights-of-way, permanent easements, and fee property. Those prior comment letters are attached for your information and reference, and Metropolitan looks forward to continued coordination with RCTC and Caltrans to ensure protection of Metropolitan's facilities and property in the project area as described therein. Additional comments specific to information presented in the RDEIR/SDEIS are provided below.

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: Box 54153, Los Angeles, California 90054-0153 • Telephone (213) 217-6000

Responses to Comment Letter 2.L-2
Metropolitan Water District of Southern California

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Aaron Burton
Page 2
October 8, 2015

- The RDEIR/SDEIS identifies visual impacts to the Clayton A. Record, Jr. Viewpoint and the North Hills Trail (Section 4.2.3, Unavoidable Significant Environmental Effects). These features of Metropolitan's Diamond Valley Lake provide low-impact public access, including opportunities for appreciation of the surrounding natural areas associated with the Southwestern Riverside County Multi-Species Reserve. Metropolitan concurs that the intended uses of these public access features could be significantly degraded by visual impacts of the proposed project. Metropolitan also concurs that mitigation for potential adverse visual impacts would be appropriate and requests the opportunity to review and provide input to any measures to avoid or minimize those impacts (measures VIS-1 through VIS-29, Section 3.1.7.1, Avoidance, Minimization, and/or Mitigation Measures). **2.L-2.1**

- Figure 2.1-3b (Domenigoni Parkway Build Alternative 1b with Refinements) shows that the loop ramp radii were increased at the interchange at Domenigoni Parkway and State Route 79. This modification would encroach onto Metropolitan property north and south of Domenigoni Parkway. As described in Table 2.1-1 (Comparison of Build Alternative 1b and Build Alternative 1b with Refinements), the design "has been updated to exceed the Caltrans Highway Design Manual (HDM) minimum standards and allow for additional driver comfort and safety." Metropolitan requests that RCTC and Caltrans consider all feasible design alternatives that would avoid or minimize disturbance of Metropolitan property at this interchange location. **2.L-2.2**

- Metropolitan understands that a Memorandum of Agreement (MOA) among Caltrans, the State Historic Preservation Officer, and interested Native American tribes, and a Monitoring and Post-Review Discovery Treatment Plan (treatment plan) will be prepared to resolve adverse effects to cultural resources. The RDEIR/SDEIS states that specific avoidance, minimization, and mitigation measures developed in the MOA and treatment plan will be included in the Final EIR/EIS. Metropolitan looks forward to consulting with RCTC and Caltrans on the appropriate disposition of any cultural materials that may be found on Metropolitan property. **2.L-2.3**

- Metropolitan's review of the proposed project and its impacts on Metropolitan's facilities was based on conceptual design plans. Additional analyses are required to evaluate and mitigate all potential adverse impacts to Metropolitan's facilities, and those analyses must be substantiated by sufficiently detailed geotechnical exploration and lab testing. Please refer to Metropolitan's previous comment letters (attached) regarding analysis requirements. **2.L-2.4**

Responses to Comment Letter 2.L-2
Metropolitan Water District of Southern California

Response to Comment 2.L-2.1

Thank you for your comment. The final plans for implementation of the minimization measures VIS-1 through VIS-29, cannot be developed fully until final design of the Project. MWD will continue to be consulted throughout the design phase of the Project, to avoid and minimize any impacts to MWD owned properties. Please refer to Appendix E, minimization measure UTIL-1 for further information regarding coordination efforts.

Response to Comment 2.L-2.2

RCTC and Caltrans would review and consider all feasible design alternatives during final design and would coordinate with MWD at this location.

Response to Comment 2.L-2.3

The Memorandum of Agreement prepared under Section 106 (36 CFR 800) has provisions for disposition of recovered archaeological material from both public and private land. Metropolitan Water District, will maintain full control over treatment and disposition of artifacts on their land. For further information a copy of the MOA can be found in Appendix O of the Final EIR/EIS.

Response to Comment 2.L-2.4

The concern raised by this comment is primarily an engineering and design issue and cannot be addressed until further design of the Project is performed. Additional analyses will be performed during final design to alleviate any adverse impacts to Metropolitan's facilities and geotechnical exploration and lab testing would be completed as part of the design process.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Aaron Burton
Page 3
October 8, 2015

- Although not addressed in the RDEIR/SDEIS, all of the four alignment alternatives would potentially impact Metropolitan's San Diego Canal, Inland Feeder Pipeline, and Eastside Pipeline. Please refer to Metropolitan's previous comment letters (attached) regarding these facilities. **2.L-2.5**

- On page 3-335, San Diego Aqueduct should be changed to Colorado River Aqueduct **2.L-2.6**

Thank you for the opportunity to continue to provide input to your planning, environmental clearance, and design process. Please contact me at (213) 217-6696, or dwest@mwdh2o.com, if you have questions or need assistance in addressing our comments in this letter or in prior correspondence. Please continue to coordinate directly with Metropolitan's Substructures manager, Kieran Callanan, for submittal and review of design information pertaining to the use of, and impacts to, Metropolitan's property and facilities. Mr. Callanan may be reached at (213) 217-7474, or at kcallanan@mwdh2o.com. **2.L-2.7**

Very truly yours,

Deirdre West
Manager, Environmental Planning Team

WP:rdl
Environmental Planning&Compliance\COMPLETED JOBS\October 2015\Job No. 20151009EXT

Enclosures

Responses to Comment Letter 2.L-2
Metropolitan Water District of Southern California

Response to Comment 2.L-2.5
The concern raised by this comment is primarily an engineering and design issue and cannot be addressed until further design of the Project is performed. Coordination with MWD would occur during final design to address any impacts to your facilities, per Section 3.1.5.3 of the Final EIR/EIS and minimization measure UTIL-1. All of the design elements of this Project have conformed to the requirements provided to the SR 79 Project Development Team in letters from MWD. To the extent that effects to MWD facilities are known at this time, they have been analyzed in the Final EIR/EIS. If during further design it is determined that additional impacts will occur, Coordination with MWD will occur to ensure that those effects are addressed and CEQA and other requirements are complied with.

Response to Comment 2.L-2.6
The wording was changed on page 3-335 to Colorado River Aqueduct.

Response to Comment 2.L-2.7
We will coordinate directly with Metropolitan's Substructures manager, Kieran Callanan, for submittal and review of design information pertaining to the use of, and impacts to, Metropolitan's property and facilities.

2.L-3

Michael Lloyd / City of Moreno Valley

The City of Moreno Valley appreciates the opportunity to provide comments on the SR-79 Realignment Project RDEIR/SDEIR. The Supplemental Traffic Report dated September 2014 does not include any 24-hour segment analysis of Gilman Springs Road to the northwest of SR-79. As noted in the SR-79 Realignment Project Description, the purpose of the project is to separate regional traffic from local traffic and accommodate regional growth within the San Jacinto valley. Gilman Springs Road provides regional connectivity between SR-60 and the San Jacinto valley. Therefore, it would be prudent to perform analyses of Gilman Springs Road to assess any impacts that the project may have on the roadway, consistent with analyses conducted for roadways such as Ramona Expressway west of Warren Road, Florida Avenue east of San Jacinto Street, and SR-74 west of Winchester Road. Furthermore, it is unclear why traffic volumes at the Sanderson Avenue (SR-79)/Gilman Springs Road interchange dramatically decreased from the existing 2014 counts to the year 2020 and 2040 projections. Given the anticipated growth in the San Jacinto valley, it is surprising that traffic volumes in the AM and PM peak periods are projected to significantly decrease over time. It is understandable that the model would shift some traffic from Gilman Springs Road to Ramona Expressway/Mid-County Parkway, however, the level of model validation/reasonableness conducted specific to Gilman Springs Road is unclear. Since the project's northern limit as defined in the FTIP and RTP is Gilman Springs Road, it is imperative that Gilman Springs Road be fully evaluated and the model projections for Gilman Springs Road be thoroughly scrutinized. **2.L-3.1**

Responses to Comment Letter 2.L-3
City of Moreno Valley

Response to Comment 2.L-3.1

The Commenter is raising two questions – about the extent of analysis that was conducted for Gilman Springs Road, and about the forecasts for that road. These points are related, and will be discussed together.

The study area was developed in consultation with RCTC, Caltrans and the local governments back when the traffic analysis was first conducted. It was developed to incorporate roadway segments and intersections on local streets in both Hemet and San Jacinto that are representative of the area. Not every intersection and segment was analyzed, but the ones with the highest volumes and potentially biggest impacts were included.

The EIR/EIS includes traffic analysis of 30 intersections and 55 roadway segments. Both intersections and segments are analyzed, depending on the nature of the road. For Gilman Springs Road, the critical portion in the study area is the interchange with SR 79. The key elements of the interchange are the ramp terminal intersections. These two intersections were analyzed for existing, No Build and Build scenarios.

Table 3.1-41 includes traffic projections for the interchange in lines 20 and 21. The projected level of service (LOS) based on delay, improves from existing conditions to 2040. However, the primary reason for the improvement is the change from unsignalized intersections for existing conditions to traffic signals in 2040. Traffic signals have much higher capacity than unsignalized intersections, so operations improve.

Since the operations at the Gilman Springs Road/SR 79 interchange are LOS A and B, it was determined that there was no need to study Gilman Springs further north, towards SR 60 and Moreno Valley. That conclusion addresses the first part of the commenter's question.

The second part of the question is related to the decrease in traffic volumes at the Sanderson Avenue-SR 79/Gilman Springs Road interchange. First, note that the traffic volumes on SR 79 south of Gilman Springs Road only have a minor increase with the Project. Per Figure 3.1-22, the 2040 projected daily volume is 53,600 in the No Build scenario. The most comparable in Figure 3.1-25 has a volume of 56,400 vehicles/day. More to the point of the comment, traffic volumes are projected to decrease at the interchange (see Figures 3.1-27, 3.1-31, 3.1-34, 3.1-39, and 3.1-43). Two things drive the interchange traffic volumes; the through traffic on Gilman Springs Road and the SR 79/Sanderson Avenue ramp volumes. The construction of Mid-County Parkway (MCP) which will serve as an alternative to SR 60, affect both the through volumes and the ramp volumes. MCP will reduce traffic on Gilman Springs Road, especially to the west of SR 79/Sanderson Avenue. (Not all of the volumes increase. For example, the combined AM and PM peak westbound volumes east of SR 79/Sanderson Avenue are 934 vehicles per hour (vph) in 2014, 970 vph in 2020, and 1550 vph in 2040.) Overall, the marked changes in traffic patterns at the Sanderson Avenue-SR 79/Gilman Springs Road interchange are consistent with the expected changes in regional travel patterns associated with MCP.

WARREN D. WILLIAMS
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

2.L-4

October 6, 2015

Sent via Email: Alicia.Cannon@CH2M.com

Ms. Alicia Cannon, P.E.
CH2M
1770 Iowa Avenue, Suite 200
Riverside, CA 92507

Dear Ms. Cannon:

Re: Comments on the Recirculated Draft EIR/ Supplemental Draft EIS for the State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road

The District is submitting this letter in response to the Notice of Intent to Adopt a Partially Recirculated Draft EIR/Supplemental Draft EIS for the State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road.

It is our understanding that the California Department of Transportation (Caltrans), in cooperation with the U.S. Army Corps of Engineers, Riverside County Transportation Commission, City of Hemet, City of San Jacinto, and County of Riverside is proposing to realign approximately 18 miles of existing State Route 79 (SR 79) in the cities of Hemet and San Jacinto and unincorporated Riverside County. The Project would begin 1.26 miles south of Domenigoni Parkway and end south of Gilman Springs Road. The realigned highway would be approximately 12 miles long and constructed as a limited access, four-lane expressway, with two travel lanes in each direction separated by a median.

The District has the following comments on the project:

1. The proposed SR 79 alignment crosses several flood control channels, either existing or proposed, as shown on the attached exhibit. For your convenience, we are providing shapefiles that include the District's existing and proposed facilities. **2.L-4.1**

2. Please be advised that any work that involves District easements, right of way, or facilities will require an encroachment permit (EP) and/or temporary construction easement (TCE) from the District.

3. Prior to issuing an EP and/or TCE, the District will need to ensure that the provisions of CEQA have been met for those portions of the project that occur within our right of way. As such, to facilitate the District's CEQA approval process, the District should be listed in the EIR/EIS as a Responsible Agency. **2.L-4.2**

4. In order for the District to utilize the City's CEQA document to issue an EP and/or TCE for the project, the EIR/EIS must fully address all District-related information and/or requirements for the District to make an informed decision. The District has unique compliance obligations related to the Western Regional Multiple Species Habitat Conservation Plan (MSHCP). Therefore, applicable sections of the MSHCP should be addressed in the CEQA analysis (Sections 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.3.7, 7.5.3 and Appendix C BMPs). **2.L-4.3**

Responses to Comment Letter 2.L-4
Riverside County Flood Control and Water Conservation District

Response to Comment 2.L-4.1

The shapefiles of the existing and proposed District facilities has been received.

Response to Comment 2.L-4.2

The SR 79 Project Team will meet CEQA requirements for the project for portion of the project that occur within our right of way. Your organization is listed as a responsible agency.

Response to Comment 2.L-4.3

Applicable sections of the MSHCP (Sections 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.3.7, 7.5.3 and Appendix C BMPs) are addressed throughout Section 3.3 of the EIR/EIS for impacts to MSHCP resources within the study area of the Project. All minimization measures required by the MSHCP have also been included. The commenter does not raise any specific concerns with how these sections of the MSHCP were addressed and no further response is possible.

Ms. Alicia Cannon -2- October 6, 2015
Re: Comments on the Recirculated Draft EIR/
Supplemental Draft EIS for the
State Route 79 Realignment Project:
Domenigoni Parkway to Gilman Springs Road

5. When submitting an application to the District for an EP and/or TCE, the following documents related to the environmental review will be required:

- The final and adopted CEQA documents, including applicable technical studies, the Notice of Determination, and proof of payment for the CDFW filing fees; and
- Permits from federal or state agencies required for the project such as the Corps of Engineers 404, Regional Board 401, or California Department of Fish and Wildlife 1602.

2.L-4.4

If you have any questions or need additional information please contact Joan Valle at 951.955.8856 or me at 951.955.8581.

Very truly yours,

KRIS FLANIGAN
Engineering Project Manager

Attachment

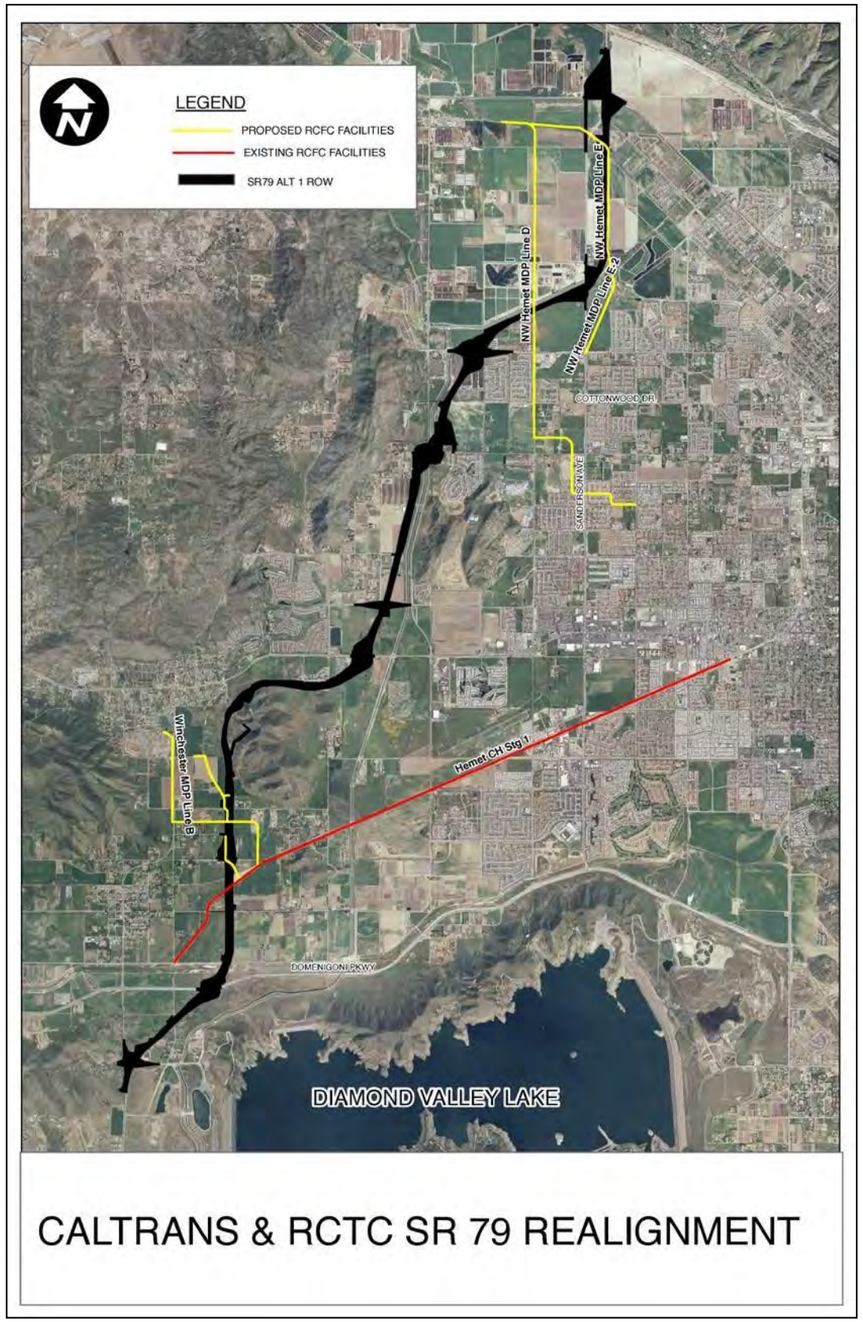
ec: Mekbib Degaga
Zully Smith
Komy Ghods
Edwin Quinonez

JMV:mcv
P8\200179

Responses to Comment Letter 2.L-4
Riverside County Flood Control and Water Conservation District

Response to Comment 2.L-4.4

The Final EIR/EIS, including applicable technical studies, the Notice of Determination, proof of payment for the CDFW filing fees, and copies of the 401, 404 and 1602 permit will be submitted to your agency with the application for an EP and/or TCE.



Riverside County Flood Control and Water Conservation District

P3003-CI-00244

EASTERN MUNICIPAL WATER DISTRICT
SINCE 1950

2.L-5

Board of Directors

President
Randy A. Record

Vice President
David J. Slawson

Directors
Joseph J. Kuebler, CPA
Philip E. Paule
Ronald W. Sullivan

General Manager
Paul D. Jones II, P.E.

Treasurer
Joseph J. Kuebler, CPA

Chairman of the Board, The Metropolitan Water District of So. Calif.
Randy A. Record

Legal Counsel
Lemieux & O'Neill

October 26, 2015

Mr. Aaron Burton
Senior Environmental Planner
Caltrans, District 8 Division of Environmental Planning
P.O. Box 12008
Riverside, CA 92502-2208

Attention: Aaron Burton

Subject: Notice of Availability of a Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement for State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road

Dear Mr. Burton

Eastern Municipal Water District (EMWD) thanks you for the opportunity to review the Notice of Availability of a Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement for State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road as described in the attached Department of Transportation copy of Notice of Availability, dated August 21, 2015 (Attachment A).

EMWD understands the proposed SR 79 Realignment would be a divided limited-access expressway with four travel lanes (two lanes in each direction). Almost all realignment would be new construction, in areas where no such highway exists. Common design features include at-grade intersections, grade separated interchanges (ramps), bridges, aqueduct crossings, drainage facilities, and local street improvements. Unique design features include utility relocation areas and connections to Hemet Channel. Ground disturbing activity associated with the Project is expected to include grading, cutting, filling, and potentially blasting.

With a view to reduce impacts to Eastern's existing facilities, Eastern reviewed the four build alternatives and two design options that were evaluated in the Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS). The following build alternatives and design options are supported by Eastern: (1) Build Alternative 1a (Attachment B); (2) Build Alternative 1b with Design Option 1b1 (Attachment B), and (3) Build Alternative 2a (Attachment C). These selections should result in fewer impacts on Eastern's facilities, in comparison with other build alternatives and design options. 2.L-5.1

RECEIVED
OCT 29 2015
BECHTEL INFRASTRUCTURE CORPORATION

Mailing Address: Post Office Box 8300 Perris, CA 92572-8300 Telephone: (951) 928-3777 Fax: (951) 928-6177
Location: 2270 Trumble Road Perris, CA 92570 Internet: www.emwd.org

Response to Comment 2.L-5.1

At the location of the EMWD facility we actually chose to leave Sanderson at grade and realign SR 79 further to the southeast and take it up and over Sanderson. This causes a lot less impacts to their facility than any of our other alternatives did in the DEIR/EIS.

Mr. Aaron Burton
October 26, 2015
Page 2

Please note that EMWD has major transmission pipelines that traverse the proposed project alignment alternative (Attachment D, Figure 4.4-1), which may be impacted by the proposed project. To ensure the proposed project will proceed with adequate consideration of EMWD's existing facilities and easements, we suggest to the project proponent to collaborate with EMWD staff by submitting planning level and preliminary design drawings of the proposed improvements, once they are available. The Plan Review process will help evaluate potential impacts on EMWD's facilities and identify proposed resolutions if utility conflicts are identified. To that end, once the proposed project has reached greater definition, please contact Armando Arroyo, Senior Civil Engineer, Plan Check section, at (951) 928-3777, ext. 4480. 2.L-5.2

Sincerely,

Maroun El-Hage, M.S., P.E.
Senior Civil Engineer, New Business Department
(951) 928-3777 ext. 4468
El-hagem@emwd.org

Attachments:

Attachment A
Attachment B
Attachment C
Attachment D (Figure 4.4-1)

ME:emn

Response to Comment 2.L-5.2

The concern raised by this comment is primarily an engineering and design issue and cannot be addressed until further design of the Project is performed. During the final design of the selected alternative, the SR 79 project team will coordinate with EMWD to ensure that the proposed improvements would not impose constraints on EMWD's facilities to access, maintenance, and/or operation of its current and future facilities.

Attachment A

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL PLANNING
464 WEST FOURTH STREET, MS 829
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-2841
FAX (909) 388-7048
TTY 711
www.dot.ca.gov/dist8

Serious drought. Help save water!

August 21, 2015

Responsible Agencies, Review Agencies
Trustee Agencies and individuals interested
in the SR 79 Realignment Project

SUBJECT: NOTICE OF AVAILABLITY OF A PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

The Riverside County Transportation Commission (RCTC), in cooperation with the California Department of Transportation (Caltrans), proposes to realign approximately 18 miles of existing State Route 79 (SR 79) in the Cities of Hemet and San Jacinto and unincorporated Riverside County. The Project would begin 1.26 miles south of Domenigoni Parkway and end at the intersection of SR 79 and Gilman Springs Road. The realigned highway would be a limited access, four-lane expressway, with two travel lanes in each direction separated by a median.

This Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) for the proposed SR 79 Realignment project provides new information relevant to the proposed project, information that was not available when the Draft EIR/EIS was circulated for public review and comment in February 2013. The Federal Highway Administration (FHWA) NEPA regulations and CEQA Guidelines specify that the lead agency must recirculate an EIR/EIS when there is significant new information added to the project analysis after public notice of the Draft EIR/EIS. The RDEIR/SDEIS includes five Build alternatives, two design options and a No Build Alternative.

Refinements to Alternative 1b comprise significant new information to minimize impacts as a result of public, local agency, and Native American tribe comments and coordination regarding Cultural Resources and Section 4(f) resources. Caltrans, as the Lead Agency, made the decision to disclose this new information to the public by preparing and circulating this RDEIR/SDEIS. The CEQA Guidelines (15088.5[c]) allow for the lead agency to recirculate an environmental document that has been modified and address the new information that is the basis for the recirculation. Under FHWA regulation 23 CFR 771.130[a(2)], a draft EIS may be supplemented if there is new information relevant to environmental concerns. This RDEIR/SDEIS only includes sections from Chapter 3.0, including land use, traffic, visual, cultural resources, Section 4(f) resources, air quality, and noise, cumulative Impacts and portions of other chapters (Chapter 4.0, CEQA Evaluation; and Chapter 5.0,) that are modified as the result of the new information.

The RDEIR/SDEIS and other project information are available for review at Caltrans, 464 W. 4th Street, San Bernardino, CA 92401, on weekdays from 9:00 a.m. to 3:00 p.m. It is also available for review at the following locations:

- Riverside County Transportation Commission, 4080 Lemon Street, Third Floor, Riverside, CA 92501, Monday through Thursday from 9:00 a.m. to 5:00 p.m.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Attachment A

August 21, 2015
Page 2

- Hemet Library, 300 E. Latham Avenue, Hemet, CA 92543, 9:00 a.m. to 7:00 p.m. (W-Th) & 9:00 a.m.- 7:00 p.m.(F-Sa)
- San Jacinto Public Library, 500 Idyllwild Dr., San Jacinto, CA 92583, 7:30 a.m. to 7:00 p.m. (M-Th)
- Electronic copy online at http://sr79project.info/

A public hearing is scheduled for Thursday, September 10, 2015 from 3 p.m. to 8 p.m. at:

Valle Vista Community Center
43935 E. Acacia Ave.
Hemet, CA 92544

We welcome your comments on the proposed SR 79 Realignment Project. If unable to attend the public hearing, and if you have any comments regarding the proposed Project, please send your written comments to Caltrans or email to http://sr79project.info/ by the deadline of Monday, October 5, 2015 to:

Aaron Burton
Senior Environmental Planner
Caltrans, District 8 Division of Environmental Planning
P.O. Box 12008
Riverside, CA 92502-2208

If you have any questions, please contact Aaron Burton at (909) 383-2841. Thank you for your interest in this transportation project.

Sincerely,

for
DAVID BRICKER
Deputy District Director

Enclosures:
Public Notice
RDEIR/SDEIS CD

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

Attachment A

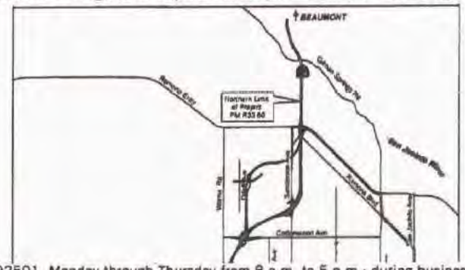
PUBLIC NOTICE

Notice of Intent to Adopt a Partially Recirculated Draft Environmental Impact Report/ Supplemental Draft Environmental Impact Statement

Announcement of Public Hearing

Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement Available for

State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road



Riverside, CA 92501, Monday through Thursday from 8 a.m. to 5 p.m.; during business hours at the Hemet Public Library, 300 E. Latham Avenue, Hemet, CA 92543; and the San Jacinto Public Library, 500 Idyllwild Drive, San Jacinto, CA 92583.

An electronic copy is available online at *http://www.sr79project.info/*.

Where You Come In

Have the potential impacts been addressed? Do you have information that should be included?

Your comments will be part of the public record. If you wish to comment on the Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, submit your written comments by August 17, 2015 to Aaron Burton, California Department of Transportation, P.O. Box 12008, Riverside, CA 92502-2208 or contact us through our website at *www.sr79project.info/contact*.

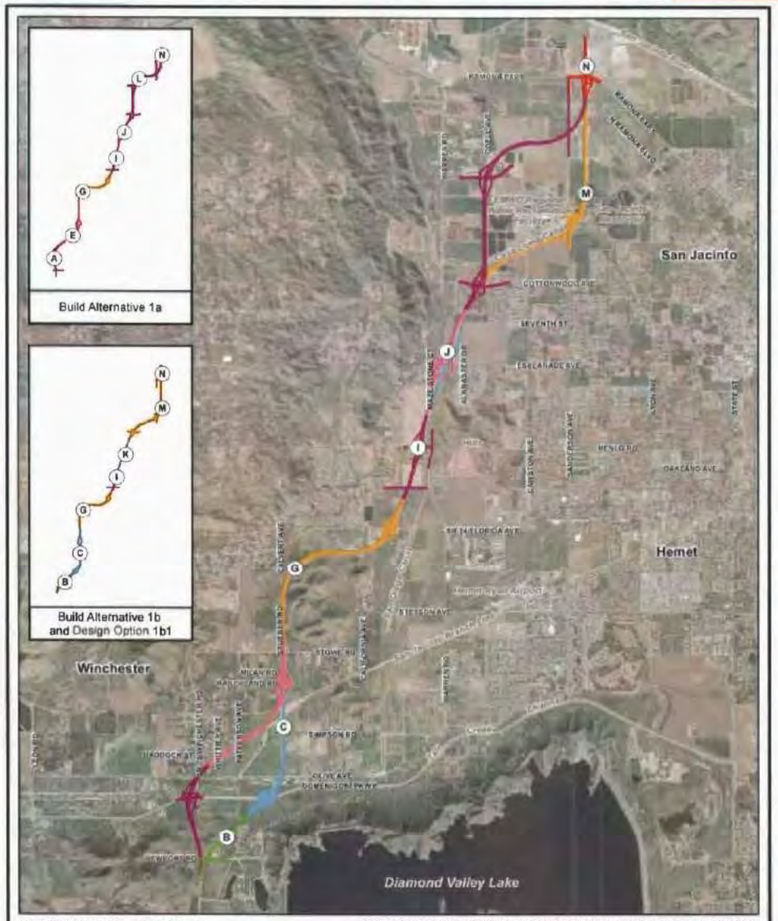
When and Where

A Public Hearing for the Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement will be held on Thursday, September 10, 2015 from 3 p.m. to 8 p.m. at Valle Vista Community Center, 43935 E. Acacia Avenue, Hemet, CA 92544 in the gym.

Contact

Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Caltrans District 8, Aaron Burton at (951) 824-8706 prior to the scheduled open house hearing date. TDD users may contact the California Relay Service TTY line at 1 (800) 735-2929 or Voice Line at 1 (800) 735-2922. For more information about this study or any transportation matter, call District 8 Public Affairs at (866) 383-4631 or (909) 383-4631.

Attachment B

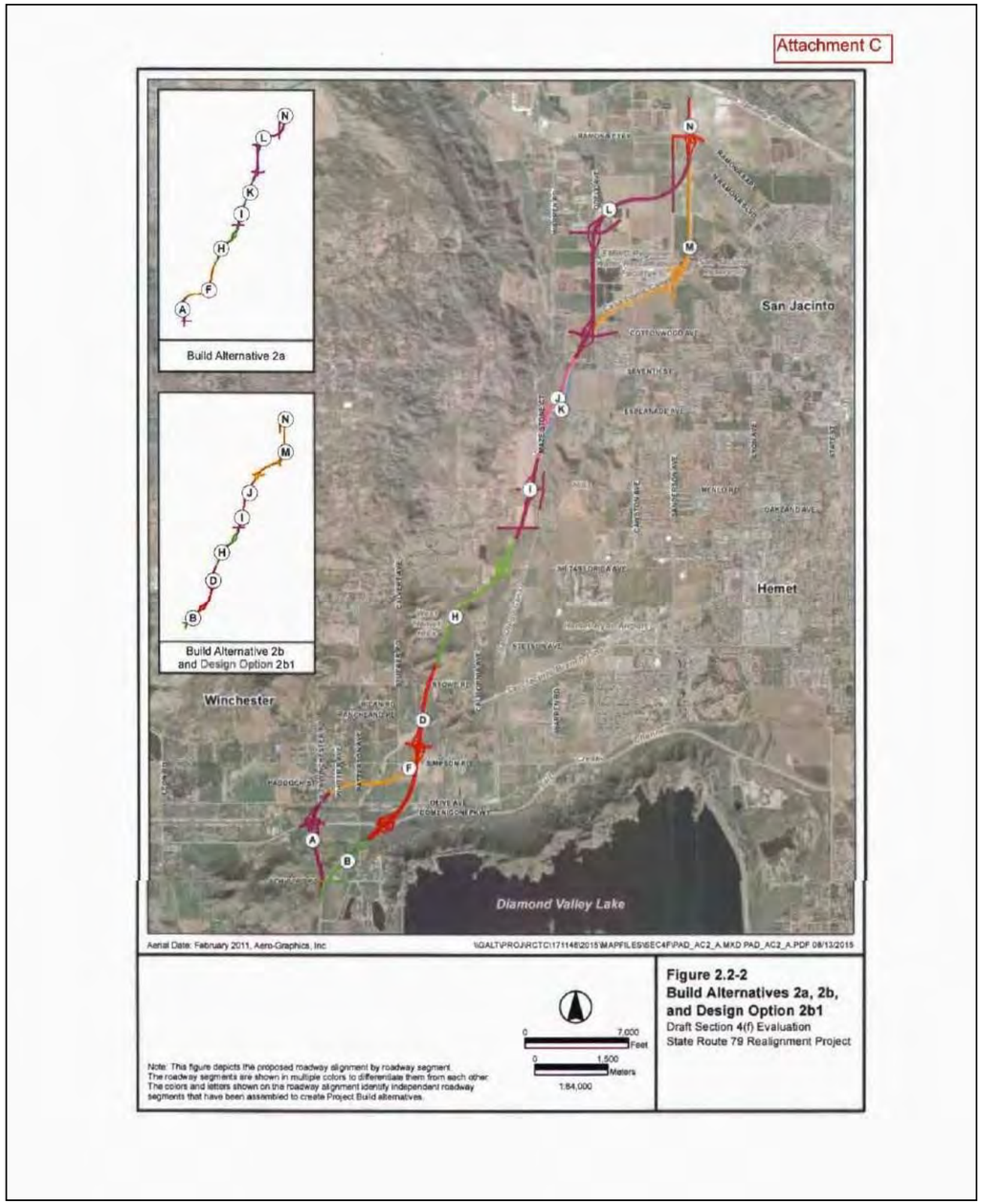


Aerial Date: February 2011, Aero-Graphics, Inc

Note: This figure depicts the proposed roadway alignment by roadway segment. The roadway segments are shown in multiple colors to differentiate them from each other. The colors and letters shown on the roadway alignment identify independent roadway segments that have been assembled to create Project Build alternatives.

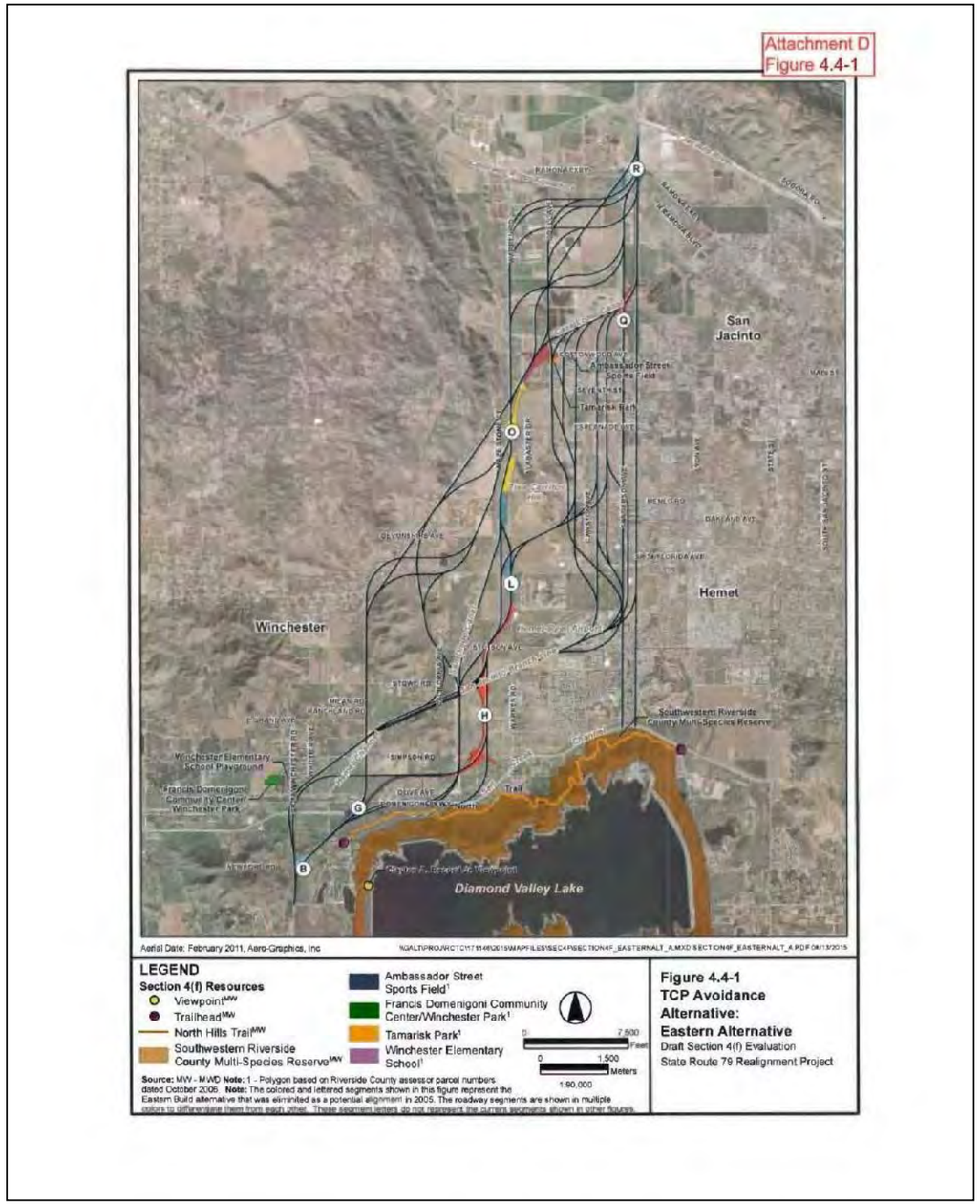
0 7,000 Feet
0 1,500 Meters
1:84,000

Figure 2.2-1
Build Alternatives 1a, 1b, and Design Option 1b1
Draft Section 4(f) Evaluation
State Route 79 Realignment Project



Responses to Comment Letter 2.L-5

Eastern Municipal Water District



Responses to Comment Letter 2.L-5

Eastern Municipal Water District

Gregg Cowdery / Winchester Historical Society

On a section of the proposed route between Domenigoni Parkway and Newport Rd. are remnants of the old San Jacinto and Pleasant Valley irrigation district. We are requesting that any artifacts of said district be donated to the local museum in Winchester. 2.CG-1.1

Responses to Comment Letter 2.CG-1
Winchester Historical Society

Response to Comment 2.CG-1.1
There are provisions in the Memorandum of Agreement, developed under Section 106, to consider transfer of certain historical artifacts (depending on their research value) to museums or educational institutions where they would be displayed or used for educational purposes. A local museum has the potential to be considered.

Gregg Cowdery / Winchester Historical Society

My concern is that the proposed off ramp at Grand Ave. drops off onto a present day dirt road with no real plans to fund a potential 6 lane road from there to the 210 fwy. We realize it is in county territory and not in any city limits and will be a county project at this time. Who will fund this future road expansion project? 2.CG-2.1

On a section of the proposed route between Domenigoni Parkway and Newport Rd. are remnants of the old San Jacinto and Pleasant Valley irrigation district. We are requesting that any artifacts of said district be donated to the local museum in Winchester. 2.CG-2.2

Responses to Comment Letter 2.CG-2
Winchester Historical Society

Response to Comment 2.CG-2.1
The interchange at Grand Avenue will be built in the Planning Horizon phase of the project, prior to the year 2040. It will not be built in the initial phase of the project as traffic doesn't warrant it and the area is not yet developed. This could be built as a future project by RCTC, Riverside County or the local city depending on jurisdiction and need at the time of the build-out.

Response to Comment 2.CG-2.2
There are provisions in the Memorandum of Agreement, developed under Section 106, to consider transfer of certain historical artifacts (depending on their research value) to museums or educational institutions where they would be displayed or used for educational purposes.

P3003-CI-00238

2.CG-3

K. HOVNANIAN'S
FOUR SEASONS
AT HEMET COMMUNITY ASSOCIATION, INC.

September 30, 2015

Patricia Castillo, Capital Projects Manager
Riverside County Transportation Commission
PO Box 12008
Riverside, CA 92502-2208

Regarding: Comments on Highway 79 RDEIR/SDEIS

Dear Patricia Castillo:

The Four Seasons Home Owners Association is a 55+ community consisting of approximately 1100 homes. The proposed SR 79 1br realignment will run parallel to our community, approximately 1000 feet south of our front gate. This proximity to our homes will have a very negative impact on our quality of life. There are several issues that need to be mitigated before we can support Realignment 1br. The following issues are a major concern:

- Noise – The noise from trucks and cars for 24 hours 7 days a week will obviously impact our quiet life style. 2.CG-3.1
- Visual –As we understand the highway will be built up as it goes by our community. It does not enhance our lives to see guard rails and traveling trucks cars. An irrigated landscaping that hides these features would help. Furthermore, it has been proposed that a 16 foot high sound barrier wall will be constructed as the highway passes our community. At best this would be an eyesore. 2.CG-3.2
- Traffic – We anticipate the traffic in the area will increase and would expect proper infrastructure to handle this increased traffic. 2.CG-3.3

In light of the recent developments with respect to Realignments 1a, 1b, and 1br, we would like to support realignments 2a or 2b. It appears these alignments are more acceptable for our community. 2.CG-3.4

On behalf of the Board of Directors

Sincerely,

Hal Townend

Hal Townend, President

RECEIVED
OCT 06 2015
BECHTEL INFRASTRUCTURE CORPORATION

Cc: Deanna Eliano, City of Hemet Community Development Director
Patricia Castillo, Capital Projects Manager, RCTC

237 FOUR SEASONS BLVD. HEMET, CA 92545 • PHONE: 951-325-8188 • FAX: 951-325-8189

Responses to Comment Letter 2.CG-3
Four Seasons Home Owners Association

Response to Comment 2.CG-3.1

The noise from the Build Alternatives would result in higher noise levels (roughly the equivalent of a dishwasher heard from the next room) at Four Seasons. Build Alternative 1br has been identified as the Preferred Alternative, and was developed to address the issues raised by stakeholders during the Public Involvement/Agency Coordination process, including meetings with the Four Seasons Community.

Pursuant to FHWA and Caltrans protocols, a series of noise evaluations were conducted by accredited specialists for all noise sensitive land uses within the project area. Three major evaluations were conducted to evaluate traffic noise. A Noise Study Report (NSR) was conducted to identify noise sensitive land uses and if traffic noise impacts are expected. A Noise Abatement Decision Report (NADR) was prepared to assess the reasonability and feasibility of noise abatement for those land uses predicted to experience a traffic noise impact. Finally, the project changes associated with Build Alternative 1br were investigated in an Updated NSR/NADR. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

This comment does not raise any specific concerns with this analysis and so no further response is possible.

Response to Comment 2.CG-3.2

The concerns stated about the potential effects about the project on views from Four Seasons are understandable. The area in which the project-related modifications would take place (the project impact area) would be 1,700 feet (approximate 0.3 mile) from the gate. For the most part, the proposed elevated roadway segment would be readily visible to Four Seasons residents only when they are on their way out of the community driving south on 4 Seasons Boulevard from the front gate toward SR 79. In this view, a small segment of the elevated roadway will be seen in the distance. The breadth of this view will be limited by the walls and landscaping that line both sides of 4 Seasons Boulevard. From within the Four Seasons Community, views toward the elevated roadway segment will be blocked by homes, walls, and landscaping. Even for those homes located on the southern edges of the community closest to SR-79, views toward the elevated roadway segment will be substantially blocked by the solid block perimeter wall that surrounds the community and by the extensive tree planting in the landscape strip between the wall and the edge of SR-79. The corridor landscape plan that will be prepared for the project will respond to the suggestion that "An irrigated landscaping that hides these features would help." The landscaping and other measures that will be implemented will address the concerns expressed about the sound wall by partially screening the wall and by visually integrating it into the view.

Response to Comment 2.CG-3.3

Traffic volumes under both the No Build and Build (Alternative 1br) conditions are summarized in Section 3.1.6 of the Final EIR/EIS. Large increases in traffic volumes are not expected on local streets as part of this Project. In fact, the Project would markedly reduce traffic on many local streets, as it would shift to the new SR 79 alignment. For example, traffic volumes on Warren Road are projected to be reduced by 40 to 90 percent with the Project, and volumes on Winchester Road would be more than 90 percent lower with the Project. Florida Avenue volumes would also be reduced significantly (30 to 50 percent) between Winchester Road and Sanderson Avenue, so traffic conditions would improve significantly with the Project. Also, intersection operations at locations along Florida Avenue and Winchester Road would improve to level of service (LOS) C or better with the Project.

Response to Comment 2.CG-3.4

Your preference for Project alternatives 2a and 2b has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the project is described in Chapter 2, Identification of the Preferred Alternative in the Final EIR/EIS. As discussed in that section, Alternative 1br was identified as the preferred alternative.

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Mike Woodward

I would like to know if this is going to affect where I live. From what I can tell by looking at the photo that you have at this site- http://www.rctc.org/projects/state-route-79/sr-79-realignment-project. It appears to me that it is going right through where I live. California and Shannon Dr. Hemet Ca. Thank you for any information you can give me on this. 2.I-1.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-1.1:

The SR 79 alignment is south of the intersection of Shannon Dr and California Ave and there are no impacts to the properties at this intersection. The project proposes a retaining wall along the south side of Lyn Ave. In addition, the SR 79 alignment would bridge over California Ave near the intersection of California Ave and Lyn Ave.

During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Mike Woodward

I would like to know if I am going to have to relocate.
I have asked this question before and received no reply at all. I live in Hemet, cross streets are California and Shannon Dr. Please reply. Thank You | 2.I-2.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-2.1:

During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation adviser after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf

http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comments Submitted via the Project Website
August 21 through October 8, 2015

2.I-3

Nancy Walton

I think this project will help our communities regain their once proud past & boost the area's economy. 2.I-3-1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-3.1:

Your support for the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website August 21 Through October 8, 2015

Kathye Caines 2.I-4

This valley is so isolated realignment will bring us to the table with investors 2.I-4-1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-4.1:

Your support for the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Joyce Newsom

Money well spent. If this project brings in business and provides jobs the cities of San Jacinto and Hemet will benefit. 2.I-5.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-5.1:

Your support for the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Sandra oceguera

2.I-6.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-6.1:

Your involvement in the comment period has been included in the Project record.

2.I-7

SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/ SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

PROYECTO DE REALINEAMIENTO DE LA CARRETERA ESTATAL 79—RECIRCULACIÓN PARCIAL DEL INFORME PRELIMINAR DE IMPACTO AMBIENTAL/DECLARACIÓN PRELIMINAR DE IMPACTO AMBIENTAL COMPLEMENTARIA

CALIFORNIA 79

www.sr79project.info

COMMENT CARD
TARJETA DE COMENTARIOS

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by ***October 8, 2015****. Thank you!*
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado.
(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el ***8 de octubre de 2015****. Gracias.*

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

2.I-7

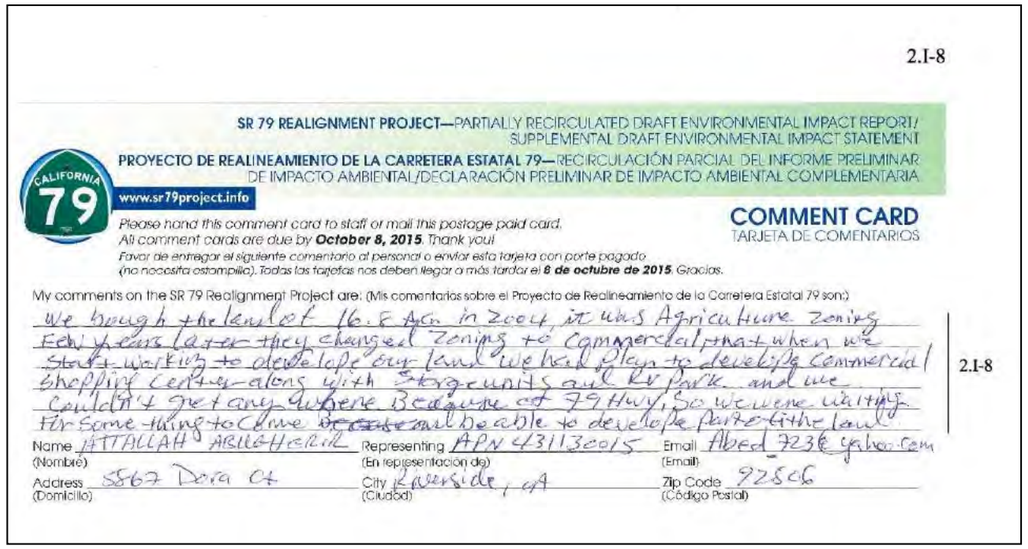
Name (Nombre) HAYTHAM ABDELKarim Representing (En representación de) APN 431130015 Email (Email)

Address (Domicilio) 5340 Lochmoor Dr City (Ciudad) Riverside CA Zip Code (Código Postal) 92507

Responses to Comment Cards Submitted at the Public Hearing on September 10th 2015

Response to Comment 2.I-7.1

Your involvement in the comment period has been included in the Project record.



2.I-8

SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/ SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

PROYECTO DE REALINEAMIENTO DE LA CARRETERA ESTATAL 79—RECIRCULACIÓN PARCIAL DEL INFORME PRELIMINAR DE IMPACTO AMBIENTAL/DECLARACIÓN PRELIMINAR DE IMPACTO AMBIENTAL COMPLEMENTARIA

www.sr79project.info

COMMENT CARD
TARJETA DE COMENTARIOS

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by **October 8, 2015**. Thank you!
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado (no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el **8 de octubre de 2015**. Gracias.

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

We bough the land of 16.8 Acr in 2004, it was Agriculture zoning
Few years later they changed zoning to commercial, that when we
start working to develope our land we had plan to develope commercial
shopping center along with Storgeunits and RV park. and we
couldn't get any where because of 79 Hwy, so we were waiting
for some thing to come ~~because~~ we be able to develope part of the land

2.I-8

Name (Nombre) ATTALLAH ABUGHERIR
Representing (En representación de) APN 431130015
Email (Email) Abed_7236@yahoo.com
Address (Domicilio) 5867 Dora Ct
City (Ciudad) Riverside, CA
Zip Code (Código Postal) 92506

Responses to Comment Cards Submitted at the Public Hearing on September 10th 2015

Response to Comment 2.I-8.1

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Additionally, the Project's community impacts were analyzed. The comment does not raise concerns with this or any other analysis, so no further response is possible

During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

2.I-9

SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/ SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

PROYECTO DE REALINEAMIENTO DE LA CARRETERA ESTATAL 79—RECIRCULACIÓN PARCIAL DEL INFORME PRELIMINAR DE IMPACTO AMBIENTAL/DECLARACIÓN PRELIMINAR DE IMPACTO AMBIENTAL COMPLEMENTARIA

www.sr79project.info

COMMENT CARD
TARJETA DE COMENTARIOS

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by **October 8, 2015**. Thank you!
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado (no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el **8 de octubre de 2015**. Gracias.

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

ALL CD'S TECHNICAL REPORTS

2.I-9

Name (Nombre) DENNIS CUTSCHALL
Representing (En representación de) SELF
Email (Email) CUTSCHALL@YAHOO.COM
Address (Domicilio) 34914 SHANNON DR
City (Ciudad) HEMET
Zip Code (Código Postal) 92545

Response to Comment 2.I-9.1

The comment does not raise any concerns and no further response is possible. Project information, however, can be found online at http://sr79project.info

2.I-10

SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/ SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

PROYECTO DE REALINEAMIENTO DE LA CARRETERA ESTATAL 79—RECIRCULACIÓN PARCIAL DEL INFORME PRELIMINAR DE IMPACTO AMBIENTAL/DECLARACIÓN PRELIMINAR DE IMPACTO AMBIENTAL COMPLEMENTARIA

www.sr79project.info

COMMENT CARD
TARJETA DE COMENTARIOS

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by **October 8, 2015**. Thank you!
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado (no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el **8 de octubre de 2015**. Gracias.

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

2.I-10.1

Name (Nombre): Roger Duerr / Partner
Representing (En representación de): APN 431130015
Email (Email): roger@ewilland.com
Address (Domicilio):
City (Ciudad):
Zip Code (Código Postal):

Responses to Comment Cards Submitted at the Public Hearing on September 10th 2015

Response to Comment 2.I-10.1

Your participation in the comment period has been included in the Project record.

2.I-11

SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/ SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

PROYECTO DE REALINEAMIENTO DE LA CARRETERA ESTATAL 79—RECIRCULACIÓN PARCIAL DEL INFORME PRELIMINAR DE IMPACTO AMBIENTAL/DECLARACIÓN PRELIMINAR DE IMPACTO AMBIENTAL COMPLEMENTARIA

www.sr79project.info

COMMENT CARD
TARJETA DE COMENTARIOS

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by **October 8, 2015**. Thank you!
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado (no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el **8 de octubre de 2015**. Gracias.

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I have much appreciation for the progress that has been made. The design ~~improvement~~ improvement look good and reasonable. Those of us who live along Sanderson are wishing the project would speed up. People traveling from Palm Springs + Coachella Valley use this route through Hemet to get to I-15 + South & visa-versa. So the planned route for the new 79 is much needed.

2.I-11.1

Name (Nombre): William Hull
Representing (En representación de):
Email (Email): wbhull2424@sol.com
Address (Domicilio): 1062 Ron Circle
City (Ciudad): Hemet
Zip Code (Código Postal): 92545

Response to Comment 2.I-11.1

Thank you for the support of the project. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

2.I-12

SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/ SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

PROYECTO DE REALINEAMIENTO DE LA CARRETERA ESTATAL 79—RECIRCULACIÓN PARCIAL DEL INFORME PRELIMINAR DE IMPACTO AMBIENTAL/DECLARACIÓN PRELIMINAR DE IMPACTO AMBIENTAL COMPLEMENTARIA

CALIFORNIA 79

www.sr79project.info

COMMENT CARD
TARJETA DE COMENTARIOS

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by **October 8, 2015**. Thank you!
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado (no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el **8 de octubre de 2015**. Gracias.

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

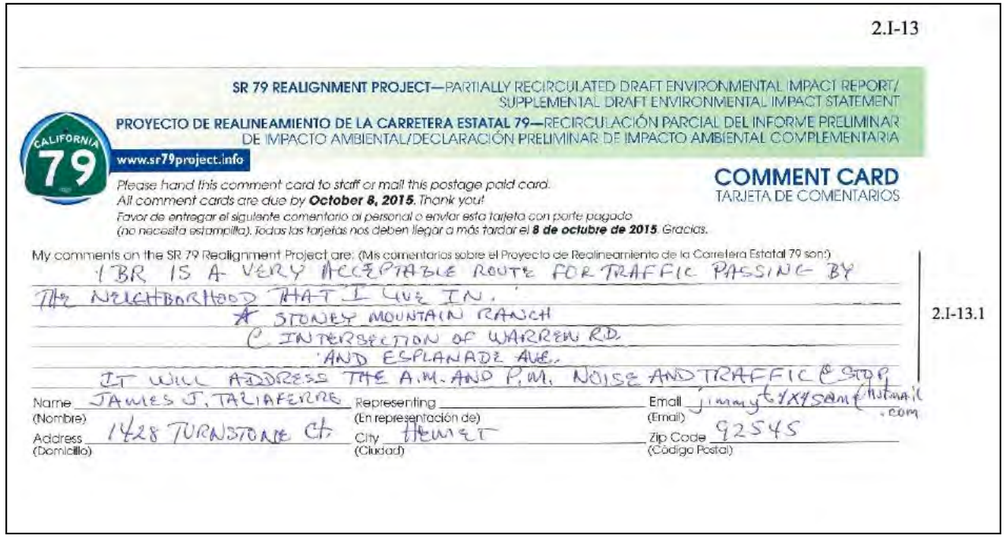
Please change name associated with this address 2.I-12.1

Name (Nombre) James Taliaferro
Address (Domicilio) 1428 Turnstone Ct
Representing (En representación de)
City (Ciudad) Hemet
Email (Email)
Zip Code (Código Postal) 92545-2147

Responses to Comment Cards Submitted at the Public Hearing on September 10th 2015

Response to Comment 2.I-12.1

Your participation in the comment period has been included in the Project record. The name associated with this address will be changed.



2.I-13

SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/ SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

PROYECTO DE REALINEAMIENTO DE LA CARRETERA ESTATAL 79—RECIRCULACIÓN PARCIAL DEL INFORME PRELIMINAR DE IMPACTO AMBIENTAL/DECLARACIÓN PRELIMINAR DE IMPACTO AMBIENTAL COMPLEMENTARIA

CALIFORNIA 79

www.sr79project.info

COMMENT CARD
TARJETA DE COMENTARIOS

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by **October 8, 2015**. Thank you!
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado (no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el **8 de octubre de 2015**. Gracias.

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

1BR IS A VERY ACCEPTABLE ROUTE FOR TRAFFIC PASSING BY THE NEIGHBORHOOD THAT I LIVE IN.
@ STONEY MOUNTAIN RANCH
@ INTERSECTION OF WARREN RD. AND ESPLANADE AVE.
IT WILL ADDRESS THE A.M. AND P.M. NOISE AND TRAFFIC @ STOP 2.I-13.1

Name (Nombre) JAMES J. TALIAFERRO
Address (Domicilio) 1428 TURNSTONE Ct
Representing (En representación de)
City (Ciudad) HEMET
Email (Email) jimmy6YX4SAM@hotmail.com
Zip Code (Código Postal) 92545

Response to Comment 2.I-13.1

Your support for the Project Alternative 1br has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website August 21 Through October 8, 2015

Chuck Wright

My preferred route is the most easterly route (1Br) because it leaves most of Winchester Road uninhibited and it does not take away the intersection of Winchester Road and Simpson - **2.I-14.1**

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-14.1:

Alternative 1br was chosen as the Preferred Alternative. This alignment of SR 79 will bridge over existing Simpson Rd so that the east-west access will remain and not have any impacts to existing conditions. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS.

Comments Submitted via the Project Website August 21 Through October 8, 2015

Arnold Franco

The proposal 1BR is the proposal that least affects my family's properties. We have another address that we own and it is 32775 Newport Rd. If proposal 1BR is not selected then please present a buyout offer to my family for both 10 acre properties (32175 and 32775). Please contact me at (951)443-8608. 2.I-15.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-15.1:

The comment does not raise any concerns about the Project's environmental effects or the analysis in the environmental document, and no further response is required. It is noted, however, that both of your parcels are located east of Diamond Valley Lake while the project will intersect Newport Road west of Diamond Valley Lake.

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Hector and Gloria Ramirez

We like alternative 1br because it does not effect our property on Olive street off of Winchester and avoids the verizon cell tower (the cell tower is your source of income) 2.I-16.1
We also own property on Newport Rd (10 acres) and are concerned about noise from the new highway 2.I-16.2

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-16.1:

We acknowledge your comment. Build Alternative 1br was developed to address the issues raised during the Public Involvement/Agency Coordination process.

Response to Comment 2.I-16.2:

Under Build Alternative 1br, the Newport Road overpass was changed to an at-grade traffic signal. Newport Road will also be realigned to Winchester Road to provide direct access to the community of Winchester. The changes proposed will not affect the noise analysis in this area. In fact, this change will tend to reduce traffic noise in the area. The commenter does not raise any specific concerns with that analysis and no further response is possible.

Comments Submitted via the Project Website August 21 Through October 8, 2015

Trinidad Barreto

According to the realignment plan me and my family will be directly affected with the threat of taking our property (35-year resident) of approximately 2 acres at market value which is currently under $300,000, please consider the economical hardship and emotional loss that my family and our neighbors will endure. In order to acquire a property of at least 2 acres in a safe neighborhood away from Hemet, we would need a greater amount. I propose that you shift the highway project lines east of my property to increase the value of this property allowing for fair compensation. 2.I-17.1
Thank you for your time,

Trini

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-17.1:

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Potential impacts to the community are discussed in Section 3.1.4 of the Final EIR/EIS. During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf

http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comments Submitted via the Project Website August 21 Through October 8, 2015

Dennis Williams

We do not want to move. Our business has been established in this community for over 45 years. We have been at the present location for 15 years and immediately across Highway 74 for another 15 years, over 30 years total. If we had our choice the road would be moved east of our property. Over the years our gross sales has been 5-10 million dollars, not withstanding the great recession. We would like to make more comments after we speak to our attorney. 2.I-18.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-18.1:

Your preference to not have to move is included in the project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Relocation and community impacts were analyzed in the Final EIR/EIS. No specific concerns will the analysis are raised and so no further response is possible.

During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Jeff Watland

I Live in the Stoney Mountain Ranch homes off of Esplanade and Warren Roads. My concerns are:

1 The noise level of traffic. No noise barriers are proposed. Being an access to the freeway Warren and Esplanade will have increased traffic besides that of the freeway. I think any access as well as traffic from the freeways should include noise barriers. 2.I-19.1

2 At the present, I have a beautiful view of the west. I chose my home because of the view face Warren road, which will now have a view of a freeway,and an overpass.

2 I have a beautiful view of the mountains to the west looking towards Warren Rd. The view is why I purchased my home.

I don't know how you can improve my view unless you moved the freeway to the west. 2.I-19.2

Sound barriers seem like they would improve noise quality.

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-19.1:

As presented in the Noise Study Report/Noise Abatement Decision Report, the nearest homes in the existing residential subdivision (Stoney Mountain Ranch) along Esplanade Avenue are over 600 feet from the proposed highway lanes associated with all of the proposed Build Alternatives. Department noise policy specifies monitoring and modeling for all sensitive receptors within 500 feet of a roadway. Nevertheless, noise modeling was conducted in this area because Esplanade Road will experience higher traffic volumes and the proposed SR-79 northbound off-ramp will be in the general vicinity. Modeling determined that the proposed SR-79 highway will not generate noise levels that would constitute a traffic noise impact within the Stoney Mountain Ranch. Consequently, noise barriers along SR-79 were not considered further. Noise modeling found that the predominant noise source, affecting the Stoney Mountain Ranch community, will come from Esplanade Avenue. A traffic noise impact is expected to occur among the first row of houses along Esplanade Avenue. Consequently, a noise barrier along Esplanade Avenue was evaluated. Because of the intersection of Alabaster Avenue, the modeled noise barrier consisted of two segments. For a noise barrier to be considered for further consideration, it must be both Feasible and Reasonable. Modeling found that a barrier could reduce noise levels, for the first row of homes, sufficient to be considered Feasible. However, the cost to construct that barrier is too high to be considered Reasonable. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR. The commenter raises no specific concerns with this analysis, and so no further response is possible.

Response to Comment 2.I-19.2:

As presented in this environmental document, it is true that as the alignment of Alternative 1br travels north along Warren Road, the roadway will become elevated, reaching a height of approximately 30-feet at the crossing of Esplanade Avenue. In this area, the elevated roadway will be located approximately one quarter of a mile to the west of the subdivision to the south of Esplanade Avenue and east of Warren Road within which the commenter's home is located. The commenter presents no evidence to support the claim that views from his house toward the hills to the west will be diminished. Based on evaluation of sightlines from this subdivision toward the hills to the west, we have determined that from within this subdivision, views toward the elevated freeway segment and overpass will be screened by the residential structures in the foreground of the view. As a consequence the elevated freeway will have little to no effect on the views over the rooftops of the nearby homes toward the mountains to the west, which will remain essentially the same as they are now. The commenter raises no specific concerns with this analysis, and so no further response is possible.

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Kelly Williams-Walsh / Ma Williams Manufactured Homes, Inc.

I am submitting a similar comment as my dad Dennis Williams, who also is my business partner at Ma Williams Manufactured Homes, Inc.
We do not want to move. Our business has been established in this community for over 45 years. We have been at the present location for 15 years and immediately across Highway 74 for another 15 years, over 30 years total. If we had our choice the road would be moved east of our property. Over the years our gross sales has been 5-10 million dollars, not withstanding the great recession. We would like to make more comments after we speak to our attorney. 2.I-20.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-20.1:

Your concerns have been included in the Project record. The Project's impacts on the community and those associated with relocation were analyzed. This comment does not raise any specific concerns with that analysis and so no further response is possible. During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Dennis Williams / Land Home Construction, Inc.

This comment is in addition to Ma Williams Manufactured Homes, Inc. previous comments regarding the relocation of our business. Land Home Construction, Inc. is a second corporation with both an A1 and B1 licenses located at the 35325 Highway 74 location. This corporation works in conjunction with Ma Williams Manufactured Homes, Inc. performing onsite improvements for new home projects for mutual clientele as well as other construction related endeavors. 2.I-21.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-21.1:

Your concerns have been included in the Project record. During final design, properties that require acquisition will be identified. The Project's impacts on the community and those associated with relocation were analyzed. This comment does not raise any specific concerns with that analysis and so no further response is possible. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Kelly Williams-Walsh / Land Home Construction, Inc.

As a principle in this corporation, I am making a similar comment as the one submitted by my dad and business partner Dennis Williams.
This comment is in addition to Ma Williams Manufactured Homes, Inc. previous comments regarding the relocation of our business. Land Home Construction, Inc. is a second corporation with both an A1 and B1 licenses located at the 35325 Highway 74 location. This corporation works in conjunction with Ma Williams Manufactured Homes, Inc. performing onsite improvements for new home projects for mutual clientele as well as other construction related endeavors. 2.I-22.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-22.1:

Your concerns have been included in the Project record. During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comments Submitted via the Project Website August 21 Through October 8, 2015

GLEN VAN DAM

We have been receiving material regarding this project for 15 years. It has negatively affected out property value and business decisions. You promised in 2013 to decide on a build alternative or no-build alternative by summer 2014. Now it is pushed to 2016. Of course, there is no reason to believe that your date of 2016 will accomplish anything either. Our dairy farm needs better clarity regarding this project. 2.I-23.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-23.1:

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

The project schedule was extended in order to further study and incorporate comments made by agencies and the public, which is a critical component of the environmental process. Sections 5.3 and 5.4 of the Final EIR/EIS include summaries of public outreach efforts.

During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comments Submitted via the Project Website August 21 Through October 8, 2015

Craig Davis / Land Home Construction, Inc.

As a principle and RMO for the General Contractors License in this corporation, I am making a similar comment as those submitted by my business partners Dennis Williams and Kelly Williams-Walsh.
This comment is in addition to Ma Williams Manufactured Homes, Inc. previous comments regarding the relocation of our business. Land Home Construction, Inc. is a second corporation with both an A1 and B1 licenses located at the 35325 Highway 74 location. This corporation works in conjunction with Ma Williams Manufactured Homes, Inc. performing onsite improvements for new home projects for mutual clientele as well as other construction related endeavors. 2.I-24.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-24.1:

Your concerns have been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Daniel Koby

Danial is here with Carlos
The property adjacent to four seasons blvd - parcel # 465040018/019/020 is in the Riverside county General plan for mixed use and medium high density residential development and a proposed extension of 4 seasons blvd (Hemet general circulation plan) through this property and beyond sr 79 into West Hemet hills - how will the project accommodate the road extension - How is it going to tie into the domenigoni parkway or into Steson? 2.I-25.1

Will Lynn ave become a frontage road? 2.I-25.2

Is there a sound wall for the for the property discussed above because it is proposed for residential development? If a sound wall is ever proposed what is the design criteria 2.I-25.3

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-25.1:

Alternative 1br would skirt the southern edge of parcels 465040018/019/020. The City of Hemet's general plan has plans for a north south connection between SR 74/Florida Ave and Domenigoni Pkwy. This connection, per the general plan, shows the road along future California Ave and then curves to the west along the north side of Hemet Hills. Alternative 1br has provided a future bridge at California Ave as part of the project so that this north south connection could connect at California Ave instead of at Four Seasons Blvd.

This was coordinated with the city of Hemet.

Response to Comment 2.I-25.2:

Frontage roads are not anticipated as part of the SR 79 realignment. The Project right-of-way (ROW) with Alternative 1br would be coterminous with Lyn Avenue.

Response to Comment 2.I-25.3:

As presented in the environmental document, noise impacts and barriers were evaluated for all existing areas of frequent human use and for all such areas within the site approval process prior to the project's date of public knowledge. Build Alternative 1br will run south and parallel to Lyn and a retaining wall is proposed along the south side of Lyn Ave and a soundwall along the north side of proposed SR 79 to mitigate for the noise. The noise barrier will vary between 10 and 14 feet in height and will be approximately 4000 feet in length along the alignment.

Noise effects are detailed in Section 3.2.7 Noise and Vibration of the Final EIR/EIS and in the Supplemental Noise Study Report and Noise Abatement Decision Report, February 2015 that is available at:

http://sr79project.info/uploads/2015documents/SR79_NoiseTechMemo_Rev%20-%20February%202015.pdf". This comment does not raise any specific concerns with this analysis and so no further response is possible.

Comments Submitted via the Project Website August 21 Through October 8, 2015

William Hull

I see many benefits from this project. 1. Routing traffic from Coachella Valley to get to I-15 and south and visa-versa will relieve a lot of traffic and noise through Hemet. 2. Preparing for the future with better roads. 3. Work provided by the project. 4. A sensible route design coming together as 1br. 5. Designing wide enough land acquisition to make possible lane expansion as future requires. I hope this whole project can be speeded up. I hope whoever is the final say can get things going and "shovel ready" soon and very soon. Thank you. 2.I-26.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-26.1:

Your support for the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website August 21 Through October 8, 2015

Ron Cordero

Alternative 1br is the only viable option. We were told that the freeway would be constructed OVER Devonshire and Florida, with NO sound walls. The hills to the west of that location act as sound reflectors. Sound from the freeway will be amplified if no sound barriers are built. 2.I-27.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-27.1:

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

As part of Build Alternative 1br, Devonshire Avenue will be constructed as an overpass over SR-79. As discussed in the Noise Study Report/Noise Abatement Decision Report, noise impacts and barriers were evaluated for all existing areas of frequent human use. The commenter does not raise any specific concerns with the analysis, and no further response is possible. It should be noted, however, that the hills will not amplify the sound from the freeways. Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier. Reflected noise does not increase in intensity (except immediately adjacent to a hard reflective surface); it continues to degrade according to the doubling-of-distance principle.

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Erika Griffiths

I am most concerned about how this project is going to affect my property and the lives of my family and me. I live near the intersection of Esplanade and Alabaster. As it stands already, my son is not able to leave his window open at night due to traffic noise from Esplanade and Warren. 2.I-28.1 I am worried that the noise, traffic, and air pollution is going to dramatically increase with this hwy coming so close to my residence. 2.I-28.2 The other main issue, is- how is this project going to affect my property values? No one wants to live near a busy freeway. I have asked and found that there will be no compensation given for property owners who may be affected in the ways I feel I will be. I was told that there was no way to know the financial impact and I would have to get an appraisal done after the project is completed in my area. 2.I-28.3 Well, if my property value drops thousands to tens of thousands of dollars, what I am to do? So again- my concern is due to the proximity of the project to my home. Property value reduction, noise, traffic, and air pollution. Thank you for your time.

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-28.1:

As presented in the environmental document, traffic noise impacts were identified at nearly all residential land uses within 500 feet of the proposed highway. Noise barriers were evaluated in all areas with traffic noise impacts. In the vicinity of Esplanade Avenue and Alabaster Avenue, the primary noise source is predicted to come from Esplanade Avenue. Noise Barriers were not found to be Reasonable and Feasible. Noise effects near Esplanade Avenue and Alabaster Avenue are detailed in Section 3.2.7 Noise and Vibration of the RDEIR/RDEIS and in the Supplemental Noise Study Report and Noise Abatement Decision Report, February 2015 that is available at:

http://sr79project.info/uploads/2015documents/SR79_NoiseTechMemo_Rev%20-%20February%202015.pdf

Regional and local air quality and air toxics impacts were evaluated in the Draft EIR/EIS according to applicable federal, state, and local regulations and guidance. The analysis demonstrated that the Project conforms with the State Implementation Plan, and localized air pollutant impacts (hot spots) are not expected. Air quality analysis was not performed for a specific location or community because this level of analysis is not typically required under NEPA or CEQA for a transportation project. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3, MSAT emissions from the Build alternatives would be lower than existing conditions because of improvement in level of service with the Build alternatives and the use of cleaner vehicles in the future. Terrain features and meteorological conditions would have the same effects on highway emissions with or without the Project. The Project is expected to improve traffic conditions and decrease vehicle emissions in the Project area, so air quality in the surrounding area would be expected to improve.

The commenter does not raise any specific concerns with the analyses presented in the environmental document, and not further response is possible.

Response to Comment 2.I-28.2:

Your concerns have been noted. Unfortunately, compensation is not paid to property owners whose parcels are not physically impacted by the project. Research projects have been conducted in an effort to determine how greatly residential property values are affected due to highway and freeway projects. Results have been consistently inconclusive mainly due to the many economic factors that contribute to property value. Please refer to the following reference to this recent study:

http://www.dot.ca.gov/ser/vol4/downloads/chap_appdx/AppendixD_PropertyValues_21102011.pdf

Response to Comment 2.I-28.3:

Your concerns have been noted. Unfortunately, compensation is not paid to property owners whose parcels are not physically impacted by the project. Research projects have been conducted in an effort to determine how greatly residential property values are affected due to highway and freeway projects. Results have been consistently inconclusive mainly due to the many economic factors that contribute to property value. Please refer to the following reference to this recent study:

http://www.dot.ca.gov/ser/vol4/downloads/chap_appdx/AppendixD_PropertyValues_21102011.pdf

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Alan E. Koby

SR-79 Realignment Project Team Members, Good meeting with you yesterday at the Public Hearing at the Valle Vista Community Center in Hemet, CA. Per our discussions, please find email attachment pertaining to subject saved in PDF format today from the City of Hemet website. The email attachment contains our own added yellow sticky note which points out the base area of our property and; 1) a green dashed line in this area representing a roadway yet to be named: starting at the intersection Four Seasons Blvd. & Florida Ave. (SR 79) and ending at the Domenigoni Parkway; 2) a purple dotted line in this area representing a roadway yet to be named: starting at the intersection of California Ave. & Florida Ave. (SR 79) and ending at Calvert Ave. Please provide further details on how the SR 79 Build Alternative l br addresses the City of Hemet Roadway Circulation Master Plan pertaining to these yet to be named roadways ? Sincerely, Dan, Alan Contact Info: Daniel Koby Alan E. Koby 20400 Via Zaragoza Yorba Linda, CA 92887-3207 Phone Direct Line: (714) 777-5533 Email : alankoby@aol.com 2.I-29.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-29.1:

The SR 79 project team has coordinated with the City of Hemet to provide a north/south access point at California Ave instead of curving the alignment to the west and connecting to Four Seasons. The project has a bridge that goes over California Ave so that connectivity to the north and south can continue to Florida Ave to the north and Domenigoni Pkwy to the south. Any future unnamed roadways indicated within the Project documents have the potential to be further considered during the design phase of the selected alternative, and would be consistent with any local requirements and circulation plans. Consistency with local plans was analyzed as part of the environmental document.

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Andre Lohnert

Congratulations! What a great idea, to spend 1 billion dollars to build a freeway that starts five miles from Interstate 10 and ends five miles from Interstates 215 and 15. Even if there was enough traffic going south through Hemet valley, it would only be damped on the outskirts of Murrieta and Temecula and cause headaches for residents of those cities. I wonder how much of already spent twenty million dollars went to Caltrans employees' relatives acting as "consultants" with this project. It is also an unbelievable job security for planners to keeps this thing alive for twelve years. I hope somebody with brain will eventually put a stop to this nonsense. 2.I-30.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-30.1:

Your opposition to the Project has been included in the Project record. Traffic on Sanderson Avenue, Warren Road, and State Street currently uses SR 79 south of Florida Avenue to Murrieta and Temecula. The Project in San Jacinto and Hemet would not affect traffic operations in Murrieta and Temecula because this project is not expected to generate additional traffic in those communities. The purpose of this project is to reduce the diversion of traffic from state routes onto local roads and to allow regional traffic, including truck traffic, to adequately bypass local roads.

Stefania Lohnert

This proposed freeway would be built within a near proximity to at least three existing retirement senior communities/retirement homes, three elementary schools, two high schools and numerose pre-schools and childrens' playgrounds, some of them only few hundred feet away from cancer producing pollutants that freeway traffic generates. If health impact studies were ever made it seems Caltrans must have either disregarded those with negative results or only approached those companies that guarantied positive outcome. This realignment project should have never been considered and must be scrapped. The widening of Warren Road would be suficient to accomodate all existing and projecting traffic for next fifty years. 2.I-31.1 2.I-31.2

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-31.1:

Health impacts to residents and other sensitive receptors in the Project area would be related to Mobile Source Air Toxics (MSAT) emissions. As shown in Section 3.2.6.3 of the Final EIR/EIS the overall MSAT emissions from the Project in the area would be lower than the existing conditions or emissions in the future without the Project due to the implementation of stringent vehicle emission standards, and people use cleaner and more fuel efficient vehicles in the future years. In addition, the Project Build Alternative would have fewer vehicle miles traveled (VMT) and improved traffic conditions over the No Build Alternative in the project area, which would result in lower air pollutant emissions.

There may be localized areas where VMT would increase, and others where VMT would decrease. Therefore it is possible that localized increases and decreases in MSAT emissions may occur. The localized increases in MSAT emissions would likely be most pronounced along the realigned SR 79 roadway sections. However, even if these increases occur, they will be substantially reduced in the future due to implementation of the U.S. EPA vehicle and fuel regulations.

Response to Comment 2.I-31.2:

Widening Warren Road would not address the issues specified in the Purpose and Need for the Project. Discussion of the elimination of this option can also be found in Section 2.2.5 of the Final EIR/EIS. The purpose, included in Section 1.1.3 of the Final EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

Comments Submitted via the Project Website
August 21 Through October 8, 2015

barbara seder

I believe this realignment project will result in increased pollution and noise to our homes. stand firmly against this project. I did not receive the notice of the meeting in a timely manner, therefore, was unable to attend the meeting. 2.I-32.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-32.1:

We acknowledge your position. As presented in the environmental document, traffic noise impacts will occur as a result of the project. Where ever impacts were identified, abatement measures were investigated. Several noise barriers are recommended for further consideration. The meeting notification process conformed to state and federal requirements. The project team is available to discuss this project, through the project website. We encourage you to contact us. Finally, we think it's important to mention why the project is being investigated. The purpose of the proposed action is to provide a transportation facility that will effectively and efficiently accommodate regional north-south movement of people and goods between Domenigoni Parkway and Gilman Springs Road. The Project will:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley.
- Improve efficiency and safety by maintaining route continuity and upgrading the facility.
- Allow regional traffic, including truck traffic, to bypass local roads.
- Reduce diversion of traffic from state routes onto local roads. The existing SR-79 facility has inadequate capacity to accommodate both local and regional travel demand associated with the projected growth in the San Jacinto Valley.

No specific concerns with this analysis are identified and so no further response is possible.

Formal public outreach began in 2004 with a series of Q&A Fact Sheets that were distributed to the public at critical points in the project development process. The first in the series of fact sheets showed that the easternmost corridor under consideration ran near Sanderson Avenue. By the 2005 fact sheet, this eastern corridor had been eliminated due to public concerns about impacts to homes, businesses, and schools. The fact sheets and other early public outreach efforts are available from the Project website at: http://www.sr79project.info/library-links. The two public hearings on the Draft EIR/EIS were only the latest in a series of outreach efforts that have characterized the Project. Sections 5.3 and 5.4 of the Draft EIR/EIS include summaries of public outreach efforts prior to circulation of the Draft EIR/EIS.

Peak Emerald Acres, LLC
9595 Wilshire Blvd., Suite 700
Beverly Hills, CA 90212

2.I-33

September 22, 2015

Ms. Patti Castillo
Mr. Gustavo Quintero
Riverside County Transportation Commission
4080 Lemon Street – 3rd. Floor
Riverside, CA 92502

Re: SR-79 Realignment Project: Comments Concerning the Draft EIR/EIS and its Failure to Take into Account the Emerald Acres Development (APN: 465-040-005, 016: 465-050-005, 006) in the County of Riverside Near Hemet

Dear Ms. Castillo and Mr. Quintero:

Peak Emerald Acres, LLC ("Peak") submits this letter to comment on the RCTC's draft EIR/EIS concerning the RCTC's SR-79 Realignment Project. That Draft EIS/EIR was presented at a public meeting at the Valle Vista Community Center in Hemet on September 10, 2015.

As you will recall, over the past several years Peak representatives have had numerous meetings with the RCTC and presented the RCTC with details regarding Peaks planned development of the 333-acre parcel Peak owns immediately south of Florida Avenue and east of Calvert Avenue in an unincorporated portion of the County of Riverside near Hemet (see Vicinity Map). As part of its development planning, Peak has submitted Tentative Map No. 36452 to the County for approval. That Tentative Map is for "Emerald Acres," a 534-residential-unit, Master Planned Community that includes four distinct residential Villages plus a 4.5-acre commercial lot adjacent to Florida Avenue. (See Illustrative Site Plan)

The main north-south spine road for Emerald Acres traverses the Peak's property from south to north from the intersection of Stetson Road at the southeastern boundary of the property and provides a connection through to Florida Avenue both from a connection at Calvert Avenue. and to the east of the Emerald Acres commercial lot adjacent to Florida Avenue. This north-south link is a critical backbone transportation network for Emerald Acres.

Yet, the RCTC's Draft EIS/EIR ignores this critical transportation link. In fact, the Draft EIS/EIR ignores Peak's development altogether.

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Ms. Patti Castillo
Mr. Gustavo Quintero
Riverside County Transportation Commission
September 22,2015

Specifically, Peak has received plan and profile data for the Build Alternative 1b from the RCTC (as part of Peak's efforts to coordinate the planning of its Emerald Acres development with the RCTC) and has plotted Emerald Acres' spine road where it would cross the alignment of Highway 79 at the north end of Peak's property (see Illustrative Site Plan – Red Lines depict the proposed RCTC alignment for Highway 79). From this, Peak can see the RCTC has completely ignored this major spine road. If the RCTC had considered this spine road, then the RCTC would necessarily be showing a bridge over that road But the RCTC does not do this. 2.I-33.1

Accordingly, Peak wants to again bring to the RCTC's attention the fact that the proposed Highway 79 realignment project will impact Peak's development, and Peak asks that the RCTC's plans and associated EIS/EIR recognize the existence of the Emerald Acres community and its submitted Tentative Map and be designed with that community in mind, including by designing in an appropriate bridge over the spine road. 2.I-33.2

Should the RCTC have any inquiries on this or on Peak's submitted Tentative Map plans, please do not hesitate to contact us.

Sincerely,

Peak Emerald Acres, LLC

John Sherritt
Ph: 760-415-0269
Email: John@Ainslie.co

2

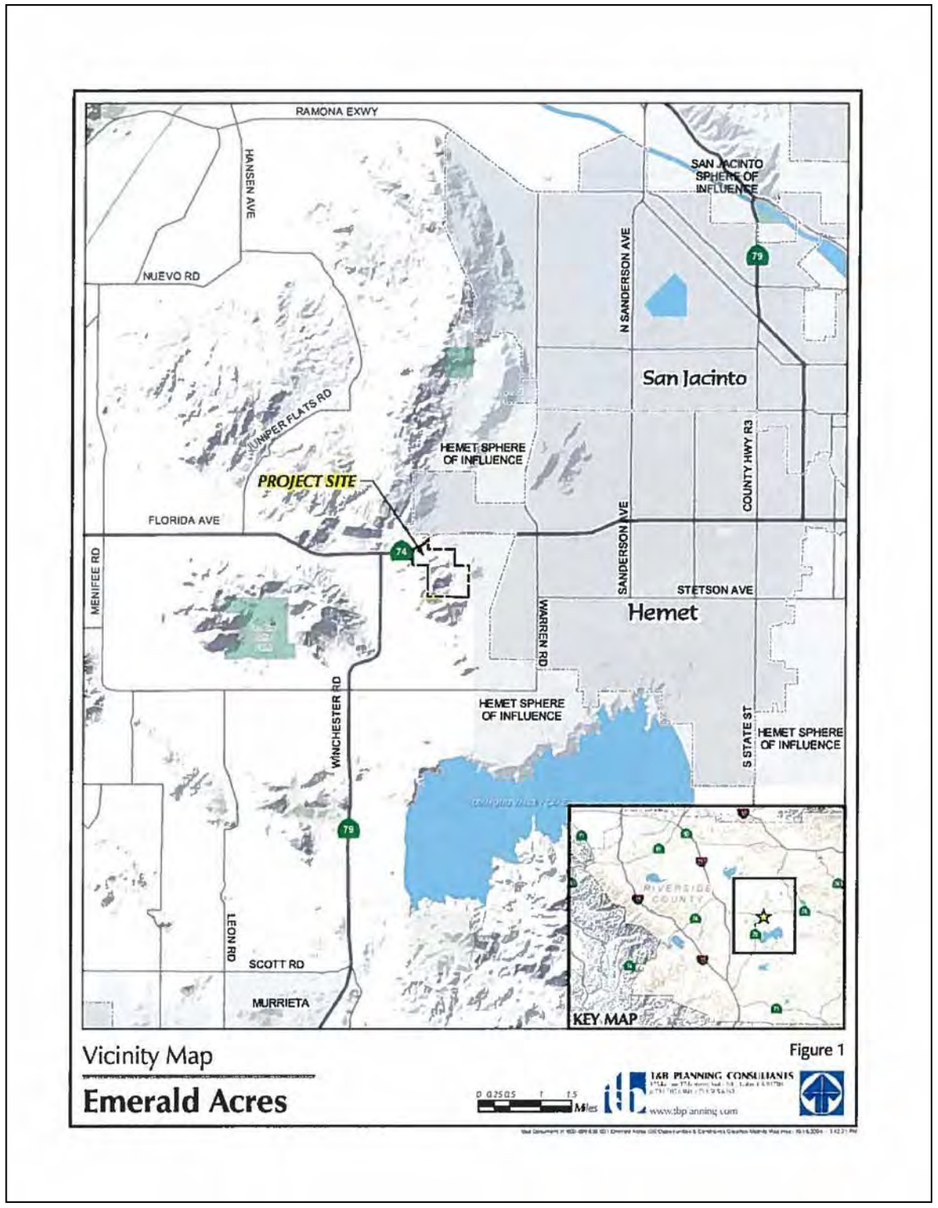
Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.33.1:

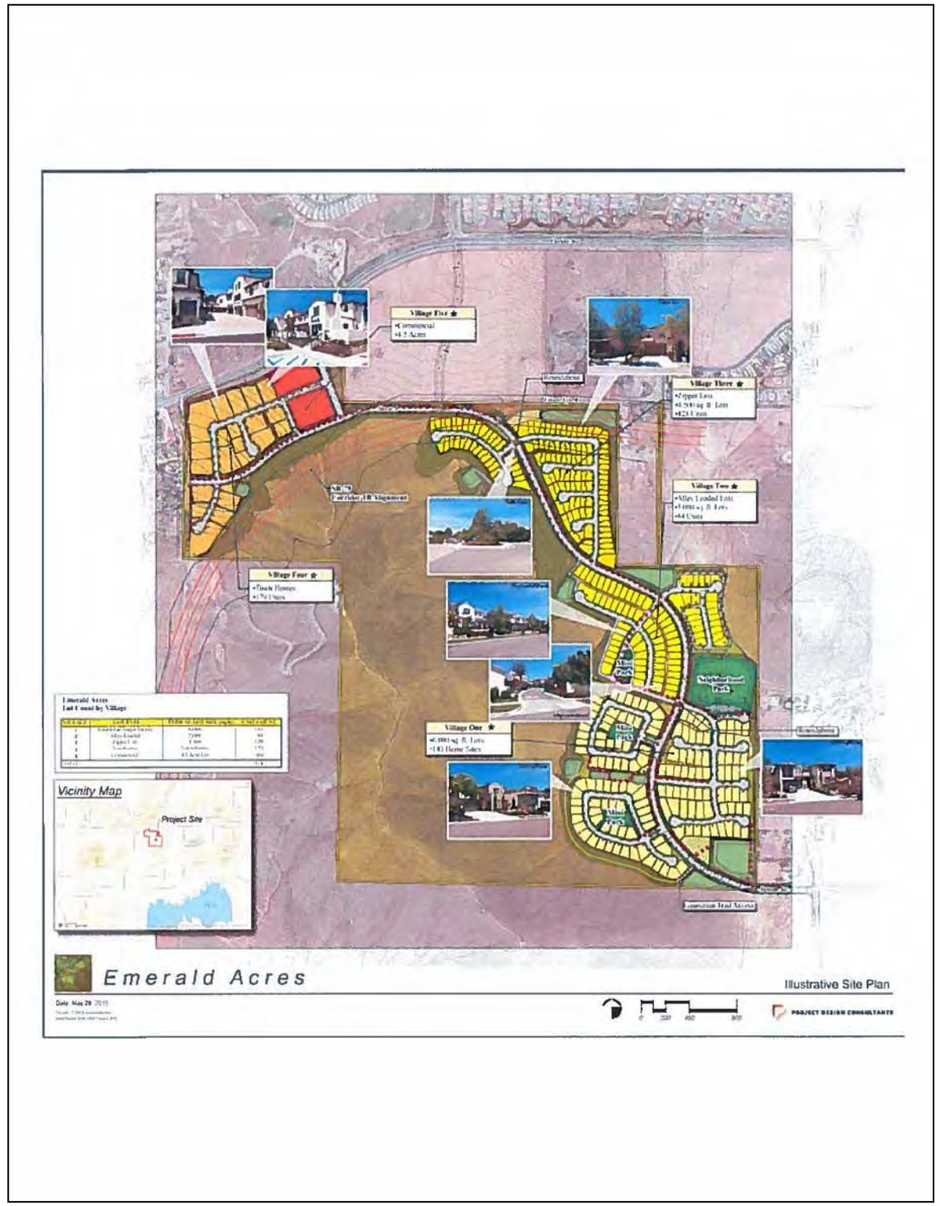
The Preferred Alternative has been modified to reduce impacts to the West Hemet Hills. If the Emerald Acres development is completed before construction begins, this project would be responsible to adjust the alignment to be consistent with the development and would build a bridge if needed.

Response to Comment 2.33.2:

The SR 79 Realignment project has continued to coordinate with local developments and has made modifications to the design if developments have been approved. Without approval of a tract map the project has to move forward until approval is received. The SR 79 Project has the capability of providing a bridge over this spine road if the development is approved prior to the final design of the SR 79 project. Emerald Acres is recognized in Appendix H of in Vol. 2 of the FED, it mentions that this development was part of the studies and refers to it as SP 05-01.



Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015



Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Kathy Smigun 2.I-34

I am mailing this letter today but am attaching a PDF copy to this so that I can make sure it arrives in time. Thank you.

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Kathy Smigun
24515 California Ave, Spc 20
Hemet CA 92545

October 5, 2015

Aaron Burton
CALTRANS
P O Box 12008
Riverside CA 92502-2208

Re: DEIR/Supplemental Impact Statement for State Route 79 Realignment Project

Residents in Reinhardt Canyon and Four Seasons have been attending the Public Hearings for the SR79 Realignment Project and appreciate the time the staff has spent to inform the public.

We are appreciative of the fact that the Tres Cerritos interchange has been deleted from the project. That interchange would have adversely impacted the equestrian ranches north and west of Tres Cerritos. **2.I-34.1**

At the meeting of the County of Riverside Planning Commission at the Simpson Center in Hemet on May 13, 2015, we were advised that route option 1br was now the preferred route, which places highway 79 in an elevated position along the north side of the hills to the south of Florida Avenue. I brought up the noise problem with this route at that meeting, stating that the traffic noise will impact the residents in Four Seasons, Reinhardt Canyon and the ranches in the area. Traffic will cut diagonally from the Warren Road area across Florida Avenue to the hills and then travel west along the north hillsides. This route will generate noise and impact the tranquility that we now have in this area. The prevailing winds come from the southwest and blow to the north which carry the traffic noise. **2.I-34.2**

If this route cannot be changed to behind the hills, can noise abatement barriers be built into the project to reduce the impact on residents? We moved to this area precisely for the peace and quiet.

Sincerely,

Kathy Smigun
Email: ksmigun@hotmail.com
Phone: 951/923-4146

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-34.1:

Your support for the elimination of the Tres Cerritos has been included in the project record.

Response to Comment 2.I-34.2:

While topography can affect noise distribution, it is not expected to produce a significant noise effect for homes as distant as Maze Stone Village. For any individual noise receptor, relative position and distance are key factors. Caltrans noise policy specifies monitoring and modeling for all sensitive receptors within 152 meters (500 feet) of a roadway. The nearest Maze Stone Village residence would be more than 2,150 meters (7,050 feet) away from realigned SR 79. Traffic noise levels this distant from the highway alignment are not expected to constitute a traffic noise impact (approaching or exceeding the Noise Abatement Criteria of 67 dBA for residential land uses). While any traffic noise reflected from hillsides back to the Maze Stone Village community is not expected to rise to the level of a traffic-noise impact, the roadway would be audible. Based on the design year's projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact – approaching or exceeding the Noise Abatement Criteria (66-67 A-weighted decibels [dBA]) for residential land uses. Thus, the Noise Study Report/Noise Abatement Decision Report concluded that noise abatement barriers are not warranted due to the minor nature of the change and distance between the design elements and while taking into consideration topography.

Wind does not carry traffic noise as suggested by the comment. According to the Technical Noise Supplement to the Traffic Noise Analysis Protocol (September 2013), the effects of wind on noise are mostly confined to noise paths close to the ground because of what is called the wind shear phenomenon. Present policies and standards ignore the effects of wind on noise levels. Unless wind conditions are specifically identified, noise levels are always assumed to be for zero wind. The Noise Study Report/Noise Abatement Decision Report analyses assumed zero-wind conditions.

Massoud Tajik

26541 Palisades Drive
Dana Point, Ca., 92624
(949) 547-1188
mtajik@cox.net

2.I-35

October 2, 2015

To: Aaron Burton, Senior Environmental Planner
Caltrans district 8
Po Box 12008
Riverside, Ca. 92502-2208

Subject: SR 79 Draft EIR/Supplemental draft EIS
AP# 465-020-004 and 465-020-005

Thank you for the opportunity to attend the public hearing on September 10, 2015 in the City of Hemet and review the exhibits for the proposed SR79 and discuss the project with the staff.

The following are some of the issues we are most concerned about related to the impact of this realignment project on our property:

1. Noise - our property is currently zoned Residential R-4 and with the latest SR 79 (1b) alignment going through the northerly portion of our proprty, there will be an increased level of noise which will have a very negative impact on the desirability and the value of our property for residential development. The exhibits available at the public hearing did not show any sound walls planned along the NB SR 79, adjacent to our property but only is proposed along the SB direction. This not only does not mitigate the noise issue related to our property but could potentially amplify it further by placing the wall on the other side of the highway only. 2.I-35.1
2. Traffic - due to the lack of adequate information on projected traffic volumes and traffic demands on California Ave, it is difficult to determine the extent of impact of additional traffic on our property. 2.I-35.2
3. View - our parcel currently benefits from scenic views of surrounding hills and mountains. The SR 79 project propose raising the roadway grade adjacent to our property approximately 45-50 feet, blocking some of the surrounding scenic views and the natural lighting available currently. 2.I-35.3
4. Drainage - Due to lack of adequate drainage information available at the public hearing, we cannot determine the impact of drainage from proposed freeway and the upstream areas on our property at this time. 2.I-35.4

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-35.1:

Noise impacts and barriers were evaluated for all existing areas of frequent human use and for all such areas within the site approval process prior to the Project's date of public knowledge. Most of the land uses protected by the noise barriers recommended for further consideration, do not currently exist. That is not the case in the vicinity of Florida Avenue. In the vicinity of Florida Avenue, noise barriers were investigated around the Donaldson Avenue Subdivision/Roseland Mobile Home Estates (a noise barrier was found to be feasible/reasonable) and in the vicinity of Calvert Avenue (a noise barrier was not found to be feasible/reasonable). The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

Response to Comment 2.I-35.2:

Using data reported in the EIR/EIS (Tables 3.1-48 and 3.1-50), traffic volumes on Warren Road are projected to be reduced by 40 to 90 percent with the Project, and volumes on Winchester Road would be more than 90 percent lower with the Project. Florida Avenue volumes would also be reduced significantly (30 to 50 percent) between Winchester Road and Sanderson Avenue, so traffic conditions would improve significantly with the Project. Intersection operations at locations east and west of the California Avenue/Florida Avenue intersection would improve to level of service (LOS) C or better with the Project. Therefore, traffic volumes would be lower at California Avenue as well, and intersection operations would not deteriorate with the Project, but would likely improve.

For traffic analysis and impacts, please see the Traffic Analysis for State Route 79 Realignment, July 2005 (revised January 2006 and November 2009) and the SR 79 Realignment Project Supplemental Traffic Report September 2014. All technical reports are available from the Project website at http://sr79project.info/library-links/technical-reports.

Response to Comment 2.I-35.3:

Construction of an elevated roadway segment in this area would block views toward the hills to the northwest from the portions of this property in close proximity to it. Planned landscape treatment of the slopes of the elevated roadway's berm, would, over time, improve the appearance of the elevated road segment as seen from nearby views. This analysis was provided in the environmental document. The commenter does not raise any specific concerns with the analysis and so no further response is possible.

Response to Comment 2.I-35.4:

As discussed in Section 2.2.1.21 of the Draft Final EIR/EIS, all Build alternatives include drainage facilities that result in less than significant effects to water quality, maintain onsite drainage, and direct offsite storm water away from the Project during operation. This comment does not raise any specific concerns with this conclusion, and so no further response is possible. All of the Project's drainage facilities would be inside the Project right-of-way (ROW) except for connections to existing flood control facilities. Discussion of this can be found in "Connections to Hemet Channel outside the Project ROW" in the Final EIR/EIS section 2.2.1.3, Unique Features of Build Alternatives page 2-19.

5. Utilities - It is not clear how the construction of the proposed freeway along the northerly portion of our property will impact the existing utilities at our near our property. Additionally, the construction of proposed freeway and placement of high fill embankment on the northerly portion of our parcel may limit our ability to utilize most efficient and economical options for serving the parcel with sewer. **2.I-35.5**

6. Access – with the project plans, construction staging, traffic control and detour plans not being developed and available for review at this time, the extent of impact of this project on access to and from our property, both during and after the construction, is not clear. **2.I-35.6**

This summarizes some of the concerns and issues we have related to the impact of the proposed SR79 on our parcel at this time. Please do not hesitate to contact me if you need additional clarification on any of the issues listed here.

Regards,

Massoud & Linda Tajik, Owners
Fakhri Samini, Owner

Cc: Fakhri Samini

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-35.5:

As presented in the environmental document, the Project would permanently relocate cable television, electricity, natural gas, sewer, telephone, and water utilities to local streets or designated utility corridors outside the Project ROW. The Project has been closely coordinated with federal, state, regional, and local agencies, including Riverside County. The Project design would incorporate existing utilities to the extent feasible, including extension of existing lines as necessary, for Project use. Implementation of the measures discussed in the Final EIR/EIS Section 3.1.5.3, Avoidance, Minimization, and/or Mitigation Measures (page 3-165), would address these impacts.

Response to Comment 2.I-35.6:

Access to and from properties will be maintained throughout construction. A detailed Transportation Management Plan (TMP) will be prepared during the plans, specifications, and estimate (PS&E) phase of the Project, once staged construction and traffic-handling details have been developed. During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Michael Mathews / Bolour Associates **2.I-36**

Please see the attached Memo

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

BOLOUR ASSOCIATES
A REAL ESTATE COMPANY

October 6, 2015

Aaron Burton, Senior Environmental Planner
California Department of Transportation
P.O. Box 12008
Riverside, CA 92502-2208

RE: Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road

Dear Mr. Burton:

As the property owner of an 11.52-acre parcel of commercially designated land located at 5671 Esplanade Avenue (southeast corner of Warren Road and Esplanade Avenue) in the City of Hemet, we are concerned with the State Route 79 Realignment Project and its significant adverse impact to our property. We have review the Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) and would request the following changes to the document.

General Comments:

We continue to request an expanded discussion on the impacts to Assessor Parcel Number 448-060-001 be included within the RDEIR/SDEIS. Based on the graphics contained within the recirculated document, all of the development alternatives, including Build Alternative 1b with Refinements (1br) as depicted on Figure 2.1-3h, will have a significant adverse affect on the parcel through the grading for the mainline road and/or by the various ramp configurations envisioned. The impairment and the appearance of a full take of this parcel are not discussed in sufficient detail. There is no discussion as to the viability of the parcel for interim or future development or the potential for remnant land to be available for development. With the project completion to be 2040, it leaves our parcel hostage for potentially as long as 25 years since the City of Hemet is unwilling to process a development application, as they have presently placed the freeways ramps on their General Plan Circulation Element maps. **2.I-36.1**

The document identifies that the interchange at Esplanade Avenue has been revised to eliminate the mandatory design exception, but the document does not describe in any detail what the mandatory design exceptions are, so it is impossible for a layperson to grasp or understand the difference at this location between the original document and this recirculated version. **2.I-36.2**

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-36.1:

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

The concern about the potential take of a parcel is not in and of itself an environmental impact. Thus no further response is required. Please be aware, however, that the viability of any parcel, including Parcel 448-060-001, for interim or future development, the potential for any remnant land to be available for development, and the other parcel specific analysis that you suggest cannot be developed for any parcel at this time. That analysis requires the completion of more detailed engineering, which will occur during the design phase of the Project, not through the environmental documentation process. To provide uniform and equitable treatment for persons whose property is acquired for public use such as a transportation project, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and amended it in 1987 (the Uniform Act). Rules for the Uniform Act were published in the Federal Register in 2005 and are reprinted each year in the Code of Federal Regulations (CFR), Title 49, Part 24. The Uniform Act rules govern acquisition of real property for the Project, including Parcel 448-060-001 if that is necessary. If the Project must to acquire a property, or a portion of it, a qualified appraiser would make an appointment to inspect the property. The appraiser would be responsible for determining the initial fair market value of the property. The landowner, or a representative designated by the landowner, would be invited to accompany the appraiser when the appraiser inspects the property. Any unusual or hidden features of the property that the appraiser could overlook, such as those mentioned in this comment, could be pointed out at this time. The acquisition process is explained at:

http://www.fhwa.dot.gov/real_estate/practitioners/uniform_act/acquisition/real_property.cfm.

Response to Comment 2.I-36.2:

Caltrans has design standards that have to be met when designing a freeway. There are two types of design standards called Mandatory and Advisory. Mandatory design standards are those considered most essential to achievement of overall design objectives. Many pertain to requirements of the law or regulations. Advisory standards are important also, but allow greater flexibility in application to accommodate design constraints or be compatible with local conditions. At Esplanade Ave, the design shown in the Draft EIR/EIS had the southbound loop off ramp tie directly into Esplanade Ave. This is a mandatory design standard for access control. During the preparation of the final design for the Final EIR/EIS, Caltrans requested for this ramp to be re-designed so that direct access onto Esplanade was eliminated. The southbound off ramp now comes off and ties into Esplanade along the north side of the road in a diamond shape interchange. This eliminated the mandatory design standard, but incurred an advisory design standard for super elevation transition along the horizontal curves. This was acceptable by Caltrans and they approved the fact sheets for the project.

Specific Comments:

In the discussion within Chapter 3, 3.1 Human Environment regarding the permanent impacts of the project alternatives it does not appear that the proper amount of impacted acreage has been accounted for within Table 3.1-4 (page 3-26) for the City of Hemet. Our commercial parcel alone is 11.52 acres. Table 3.1-4 under the 1br alternative has a total of 10.1 affected acres cited. The total number of permanently affected acres should be recalculated for commercial uses for all of the alternative scenarios. **2.I-36.3**

Under Section 3.1.7 Visual/Aesthetics, the document addresses the impact along Esplanade looking east from the west side of the mainline. The document fails to address the viewshed from Esplanade looking west which would demonstrate the adverse impacts to our parcel in addition to the neighborhood to our immediate east identified as Stoney Mountain Ranch. The document is incorrect in the characterization that "these changes would be seen by some (although relatively few) residents." The visual impacts are far greater in an east looking west direction to many more existing residents yet there is no detailed analysis of this adverse impact. **2.I-36.4**

We reiterate that an additional Key Viewpoint needs to be added at this location to cover Roadway Segments J and K looking west from Esplanade Avenue near Alabaster Drive. The simulations should be oriented to show proposed thirty foot elevated section and northbound ramps from State Route 79 down to Esplanade Avenue including proposed grading, filling, roadways, and structures. The results of the additional analysis should be added to the tables addressing project impacts by key view and by roadway segments. **2.I-36.5**

Section 3.2.7 Noise and Vibration, in the revised document contains a discussion related to the northbound on-ramps, but there is no discussion of the impacts to our parcel as a result of the northbound off-ramp and noise associated with braking when egressing down the grade to the terminus of the off ramp. Further, there are no proposed noise barriers to be constructed adjacent to the downgrade ramps to Esplanade Avenue. The impact to our parcel as well as the adjacent residential uses needs to be evaluated as existing residential units are closer than those directly north in the City of San Jacinto were noise barriers are proposed. **2.I-36.6**

We appreciate the opportunity to submit comments and look forward to your responses.

Sincerely,

Michael Mathews
Director of Development
Bolour Associates Inc.
323.677.0550 x106

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-36.3:

Table 3.1-4 (page 3-26) identifies the acreage inside the right-of-way (ROW) line that would be required for the project. In many cases this is only part of a parcel. Zoning of the area outside the ROW would be unchanged and the owner may decide to proceed with development on the remaining portion of the parcel.

RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and designed to protect property owners. If a decision is made to acquire your property or a portion of it, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Response to Comment 2.I-36.4:

It is true that the proposed elevated freeway alternatives would be visible in the foreground views toward the west from the commenter's property and will partially block views toward the hills. At present, there are no residences on this property and no activities occur there that would place viewers on the site. The statement in the visual analysis that "these changes would be seen by some (although relatively few) residents." Is not incorrect. In addition to there being no viewers on the commenter's property, in the Stoney Mountain Ranch Subdivision, to the east, resident views toward the elevated freeway segments will be limited by the distance (a quarter mile and more) and by the residential structures in the foreground of the view. As a consequence from much of this subdivision, the elevated freeway will have little to no effect on the views over the rooftops of the nearby homes toward the mountains to the west, which will remain essentially the same as they are now.

Response to Comment 2.I-36.5:

Review of the existing set of simulations and of mapped data and air photos has provided a sufficient basis for evaluating the potential aesthetic effects of the Roadway Segments being considered in the this area.

Response to Comment 2.I-36.6:

The nearest homes in the existing residential subdivision (Stoney Mountain Ranch) along Esplanade Avenue are over 600 feet from the proposed highway lanes associated with all of the proposed Build

Alternatives. Department noise policy specifies monitoring and modeling for all sensitive receptors within 500 feet of a roadway. Nevertheless, noise modeling was conducted in this area because Esplanade Road will experience higher traffic volumes and the proposed SR-79 northbound off-ramp will be in the general vicinity. Modeling determined

that the proposed SR-79 highway will not generate noise levels that would constitute a traffic noise impact within the Stoney Mountain Ranch. Consequently, noise barriers along SR-79 were not considered further. Noise modeling found that the predominant noise source, affecting the Stoney Mountain Ranch community, will come from Esplanade Avenue. A traffic noise impact is expected to occur among the first row of houses along Esplanade Avenue. Consequently, a noise barrier along Esplanade Avenue was evaluated. Because of the intersection of Alabaster Avenue, the modeled noise barrier consisted of two segments. For a noise barrier to be considered for further consideration, it must be both feasible and reasonable. Modeling found that a barrier could reduce noise levels, for the first row of homes, sufficient to be considered feasible. However, the cost to construct that barrier is too high to be considered reasonable.

2.I-37

ERMIE OBIEN / Great Pacific Development Corporation

Please remove us from your mailing list. We no longer own the 116 acres affected by the 79 Project, as it was sold more than a year ago and now has a new owner of record. Thanks for you immediate attention. GREAT PACIFIC DEV CORPORATION / ZOILO DEGUZMAN / ERMIE OBIEN / SUSAN DEGUZMAN **2.I-37.1**

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-37.1:

We will remove you from the mailing list

Responses to Oral Comment 2.PT-

HEMET, CALIFORNIA, THURSDAY, SEPTEMBER 10, 2015
3:00 P.M.
-OOO-

MR. WILLIAMSON: J.R. Williamson, WW Feed and Supply, 26120 Cordova Drive, Hemet.

And this is ridiculous to have this meeting that involves West Hemet all the way in East Hemet. That's the way the County and the State likes to spend money. They send us all the way out here for comments for something in West Hemet. **2.PT-A.1**

**********PUBLIC COMMENT**********

MS. WHITE: Duane and Tracy White, 34309 North Haven Drive, Winchester, California 92596.

We want it as far away from Lyn Avenue as possible. **2.PT-1.1**

**********PUBLIC COMMENT**********

MR. JAECKELS: Jerry Jaeckels, J-a-e-c-k-e-l-s.

MS. WALES: And Candy Wales, W-a-l-e-s.

MR. JAECKELS: And my address is 35154 Tres Cerritos Avenue, Hemet.

And the new proposed 1br looks really good to us.

**********PUBLIC COMMENT**********

MR. KACZMAREK: John Kaczmarek,

Response to Comment 2.PT-A.1
Your complaint that the public hearing for the Project was located in East Hemet has been included as part of the Project Record. The location of the hearing was based on the schedule and availability of venues accessible, at the time the hearing was planned. The location of the meeting also took into account that SR79 is a regional route and East Hemet is part of the region as well.

Response to Comment 2.PT-1.1
Your preference for an alternative as far from Lyn Avenue as possible is included in the project record. Alternative 1br, the Preferred Alternative, would pass immediately south of Lyn Avenue. No reason for the commenter's preference is provided and no further response is possible.

Responses to Oral Comment 2.PT-

HEMET, CALIFORNIA, THURSDAY, SEPTEMBER 10, 2015
3:00 P.M.
-OOO-

MR. WILLIAMSON: J.R. Williamson, WW Feed and Supply, 26120 Cordova Drive, Hemet.

And this is ridiculous to have this meeting that involves West Hemet all the way in East Hemet. That's the way the County and the State likes to spend money. They send us all the way out here for comments for something in West Hemet.

**********PUBLIC COMMENT**********

MS. WHITE: Duane and Tracy White, 34309 North Haven Drive, Winchester, California 92596.

We want it as far away from Lyn Avenue as possible.

**********PUBLIC COMMENT**********

MR. JAECKELS: Jerry Jaeckels, J-a-e-c-k-e-l-s.

MS. WALES: And Candy Wales, W-a-l-e-s.

MR. JAECKELS: And my address is 35154 Tres Cerritos Avenue, Hemet.

And the new proposed 1br looks really good to us. **2.PT-2.1**

**********PUBLIC COMMENT**********

MR. KACZMAREK: John Kaczmarek,

Response to Comment 2.PT-2.1
Thank you for support of the project. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

K-a-c-z-m-a-r-e-k, 34949 Donald Street.

And if I could put input on these five maps, I would highly prefer 2a or 2b1. Because we actually live right where one of the -- the 1a and 1b sweep right past our place. The 2a and the 2b1, they're off and are further away from us. So all we want to do is put our vote in or put our input in that we would certainly want the road further away if there is any chance to get that proposal in. 2.PT-3.1

**********PUBLIC COMMENT**********

MS. MASON: I'm Joanne Mason. And I live on Lyn, 34788 Lyn Avenue in Hemet.

And I would prefer the same as him because it would just go right down Lyn otherwise, and I would prefer it a ways further off.

**********PUBLIC COMMENT**********

MS. BEILEY: Wilma Beiley, B-e-i-l-e-y, 34949 Donald Street, Hemet. We have two possibilities if a change is being considered --

MR. DUKE: She happens to live right next to where it's coming through. She lives here (indicating), and it's coming in here. It'll be here (indicating).

MS. BEILEY: So the change is 1b.

MR. DUKE: So you want either 1b or 2b.

MR. BEILEY: Uh-huh.

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-3.1

Your support for Alternatives 2a and 2b1 is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

K-a-c-z-m-a-r-e-k, 34949 Donald Street.

And if I could put input on these five maps, I would highly prefer 2a or 2b1. Because we actually live right where one of the -- the 1a and 1b sweep right past our place. The 2a and the 2b1, they're off and are further away from us. So all we want to do is put our vote in or put our input in that we would certainly want the road further away if there is any chance to get that proposal in.

**********PUBLIC COMMENT**********

MS. MASON: I'm Joanne Mason. And I live on Lyn, 34788 Lyn Avenue in Hemet.

And I would prefer the same as him because it would just go right down Lyn otherwise, and I would prefer it a ways further off. 2.PT-4.1

**********PUBLIC COMMENT**********

MS. BEILEY: Wilma Beiley, B-e-i-l-e-y, 34949 Donald Street, Hemet. We have two possibilities if a change is being considered --

MR. DUKE: She happens to live right next to where it's coming through. She lives here (indicating), and it's coming in here. It'll be here (indicating).

MS. BEILEY: So the change is 1b.

MR. DUKE: So you want either 1b or 2b.

MR. BEILEY: Uh-huh.

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-4.1

Your preference for Alternatives 2a and the 2b1 because they are further away from you is included in the project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Responses to Oral Comment 2.PT-

K-a-c-z-m-a-r-e-k, 34949 Donald Street.

And if I could put input on these five maps, I would highly prefer 2a or 2b1. Because we actually live right where one of the -- the 1a and 1b sweep right past our place. The 2a and the 2b1, they're off and are further away from us. So all we want to do is put our vote in or put our input in that we would certainly want the road further away if there is any chance to get that proposal in.

**********PUBLIC COMMENT**********

MS. MASON: I'm Joanne Mason. And I live on Lyn, 34788 Lyn Avenue in Hemet.

And I would prefer the same as him because it would just go right down Lyn otherwise, and I would prefer it a ways further off.

**********PUBLIC COMMENT**********

MS. BEILEY: Wilma Beiley, B-e-i-l-e-y, 34949 Donald Street, Hemet. We have two possibilities if a change is being considered --

MR. DUKE: She happens to live right next to where it's coming through. She lives here (indicating), and it's coming in here. It'll be here (indicating).

MS. BEILEY: So the change is 1b.

MR. DUKE: So you want either 1b or 2b. 2.PT-5.1

MR. BEILEY: Uh-huh.

Response to Comment 2.PT-5.1

Your support for Alternatives 1b and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

MR. DUKE: That would be the route she would prefer.

MS. BEILEY: 1b or 2b, that's my preference.

**********PUBLIC COMMENT**********

MR. DUKE: My name is Bob Duke. I live in Romoland.

I'm in and out of Hemet a lot, and I'm over at their place a lot. So my choices would also be 1b or 2b. Those two would be the better one for us, I think. Because it moves it further away from where people are living.

The route that they're leaning towards follows Lyn Street. It follows Lyn, and that's where these people live, along Lyn, some of them. So that means there is going to have to be sound walls and all of that stuff. This is a good meeting.

**********PUBLIC COMMENT**********

MR. MEREDITH: Dirk Meredith, the street address is 33870 East Grand Avenue, Winchester, California, 92596.

My property is going to be taken. And the work that they're going to do at Grand Avenue, I'm going to be lost to an on-ramp or off-ramp, I can't remember which.

My comment is that I think that RCTC, when they get through all of the documents and get their

Responses to Oral Comment 2.PT-2.PT-5.1 (cont.)

MR. DUKE: That would be the route she would prefer.

MS. BEILEY: 1b or 2b, that's my preference.

**********PUBLIC COMMENT**********

MR. DUKE: My name is Bob Duke. I live in Romoland.

I'm in and out of Hemet a lot, and I'm over at their place a lot. So my choices would also be 1b or 2b. Those two would be the better one for us, I think. Because it moves it further away from where people are living. 2.PT-6.1

The route that they're leaning towards follows Lyn Street. It follows Lyn, and that's where these people live, along Lyn, some of them. So that means there is going to have to be sound walls and all of that stuff. This is a good meeting. 2.PT-6.2

**********PUBLIC COMMENT**********

MR. MEREDITH: Dirk Meredith, the street address is 33870 East Grand Avenue, Winchester, California, 92596.

My property is going to be taken. And the work that they're going to do at Grand Avenue, I'm going to be lost to an on-ramp or off-ramp, I can't remember which.

My comment is that I think that RCTC, when they get through all of the documents and get their

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-6.1

Your support for Alternatives 1b and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment 2.PT-6.2

Soundwalls are proposed along the north side of the alignment, which is along the south side of Lyn Ave, to protect the existing homes from the noise.

Responses to Oral Comment 2.PT-

MR. DUKE: That would be the route she would prefer.

MS. BEILEY: 1b or 2b, that's my preference.

**********PUBLIC COMMENT**********

MR. DUKE: My name is Bob Duke. I live in Romoland.

I'm in and out of Hemet a lot, and I'm over at their place a lot. So my choices would also be 1b or 2b. Those two would be the better one for us, I think. Because it moves it further away from where people are living.

The route that they're leaning towards follows Lyn Street. It follows Lyn, and that's where these people live, along Lyn, some of them. So that means there is going to have to be sound walls and all of that stuff. This is a good meeting.

**********PUBLIC COMMENT**********

MR. MEREDITH: Dirk Meredith, the street address is 33870 East Grand Avenue, Winchester, California, 92596.

My property is going to be taken. And the work that they're going to do at Grand Avenue, I'm going to be lost to an on-ramp or off-ramp, I can't remember which.

My comment is that I think that RCTC, when they get through all of the documents and get their 2.PT-7.1

Response to Comment 2.PT-7.1

Your concern has been included in the Project record. There are many factors that contribute to the process and timing of right of way acquisitions and funding schedules. RCTC is committed to making efforts to streamline this process to make this as smooth as possible.

environmental and finally get approval from the Feds to build the road, that they should buy the entire right of way for the project, not do it in segments. Go ahead and buy the entire right of way, so those of us who are going to lose our homes can get on with our lives and can move on down the road rather than being hung up here for 20 years, which would make me 80 years old -- 81, 82 years old. I would rather see it happen, the final designs done, so that those of us that are in the position can go ahead and sell our homes and be on our way.

So my comment is RCTC should buy the entire right of way when the project is finally approved.

2.PT-7.1 (cont)

**********PUBLIC COMMENT**********

MR. CASTANEDA: Eddie Castaneda, C-a-s-t-a-n-e-d-a. My address is 464 4th Street, San Bernardino, 92401. That's my work address. I'm with Caltrans.

MR. KOBY: And my name is Daniel, D-a-n-i-e-l, middle initial is D, last name is K-o-b-y. The address is 20400 Via Zaragoza, V-i-a Z-a-r-a-g-o-z-a, Yorba Linda, California 92887-3207. The e-mail address would be -- address it to my brother. His name is Alankoby@aol.com.

We want to go on record. You know, we're not

Responses to Oral Comment 2.PT-

Responses to Oral Comment 2.PT-

1 interested in being critical. We just want some clarity,
2 myself, these other people that have spent millions of
3 dollars on this. And we've had property under contract,
4 and we worked with different agencies and worked with the
5 County, the county supervisor, and now he's left for the
6 legislature, Jeff Stone, and Ron Goldman. And I've got
7 to think of the other two guys in the Planning
8 Department. One of them I think is retired.
9 But anyway, we worked with them all. And they
10 all have been great guys. But the plan has been evolving
11 and changing. So what we would like to do is, we think
12 Caltrans is doing a fine job, okay. Now, the problem
13 that we have is that there is not enough coordination
14 between Caltrans, the County, the general circulation
15 plan for the City of Hemet and now, what they call the
16 Winchester Municipal District, what they're forming, the
17 community --
18 MR. CASTANEDA: Are you referring to the area
19 plan?
20 MR. KOBY: Yes, yes. So that has changed
21 again. Because Hemet before had an interest for
22 annexation all the way to Calvert. Now, they changed it
23 to California. So we'd like to know, that area between 2.PT
24 California and Calvert, who is going to be the -8.1
25 responsible determining coordinator/project manager to

Response to Comment 2.PT-8.1
Coordination between Caltrans, the County other interested agencies has been ongoing and will continue throughout the design process. The responsibility for coordination of the alignment, bridges and any ingress or egress points is currently under the jurisdiction of Riverside County and they will be.

1 coordinate this area for efficiency for bridges, for 2.PT
2 ingress and egress, for height. -8.1
3 You know, we're trying to save the County (cont.)
4 money. Because when they do all of these drafts and they
5 say, "Okay, this is going to be at a certain height,"
6 they've got grading issues that they have. You have to
7 have certain clearances for the roads. And the
8 topography is not flat. It's kind of hilly. And so we
9 know that you can do grading and everything. But where 2.PT
10 are they going to start the bridge, and where are they -8.2
11 going to end it? Do they have a plan for a bridge? How
12 are they going to go ahead and address these issues?
13 The other thing is, we're talking about the
14 sound walls. The sound walls, you know, they have them
15 to the west of us and to the east of us. Behind our
16 property -- and I can give you the APN Numbers, 2.PT
17 465040018, -019, and -- 020. So there's no sound wall -8.3
18 there, and we don't understand it. Because our zoning --
19 we completed our zoning to comply with the 2020 Plan,
20 which has been active for many, many years now. And we
21 have, you know, medium height density residential in the
22 back over there.
23 Now, we don't have any problem doing the
24 grading to preserve the Indians' heritage for the
25 property. We understand that. But how you -- why wasn't

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-8.2

Circulation of the surrounding area has been coordinated with Riverside County and the City of Hemet. A bridge will be placed at California Ave for the future north south connection along California Ave from Florida to Domenigoni Pkwy.

Response to Comment 2.PT-8.3

Noise impacts and barriers were evaluated for all existing areas of frequent human use and for all such areas within the site approval process prior to the project's date of public knowledge. Most of the land uses protected by the noise barriers recommended for further consideration, do not currently exist. That is not the case in the vicinity of Florida Avenue. In the vicinity of Florida Avenue, Noise barriers were investigated in the vicinity of the Donaldson Avenue Subdivision/Roseland Mobile Home Estates (a noise barrier is found to be feasible/reasonable) and in the vicinity of Calvert Avenue (a noise barrier is not found to be feasible/reasonable).

1 there, on your website, this sound wall for residential?
2 What was the determining factor on that? And what's the
3 height going to be? And is it going to be consistent, or
4 is it going to follow the terrain? Are they going to go
5 ahead and put a certain grade on it and say it's going to
6 be even all the way across? Or are they going to say,
7 "Well, it's going to be a 12- or 15-foot height, and it's
8 going to follow the topography"? These are issues. 2.PT-8.4
9 And not only that, how are they going to
10 coordinate the circulation plan from Four Seasons 2.PT-8.5
11 Boulevard down to Stetson and down to Domenigoni
12 Expressway? I mean, these are important issues, not only
13 from an environmental standpoint but from a practical
14 standpoint. Are they going to have a bridge there? And
15 what are the coordinates of that bridge? How long is the
16 bridge going to be? What is the height? What is going
17 to be the clearance for the road underneath that? 2.PT-8.6
18 Is there going to be a road underneath there?
19 Are they still going to have Lyn Avenue there underneath
20 the proposed Expressway? I mean, I'm doing most of the
21 talking, and I just wanted to get out some points here.
22 But I would like his take.
23 Is there any other points that you think should
24 be addressed with your coordination?
25 I mean, he suggested -- and I really appreciate

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-8.4

Noise impacts and barriers were evaluated for all existing areas of frequent human use and for all such areas within the site approval process prior to the project's date of public knowledge. Most of the land uses protected by the noise barriers recommended for further consideration, do not currently exist. That is not the case in the vicinity of Florida Avenue. In the vicinity of Florida Avenue, Noise barriers were investigated in the vicinity of the Donaldson Avenue Subdivision/Roseland Mobile Home Estates (a noise barrier is found to be feasible/reasonable) and in the vicinity of Calvert Avenue (a noise barrier is not found to be feasible/reasonable). In the vicinity of the Florida and California Avenues, the barrier varies from 10 to 14-feet tall and, depending on the alternative, the barrier is roughly a mile long. Noise levels will be substantially reduced at the Donaldson Street subdivision and the Roseland Mobile Home Estates, since they are immediately adjacent to the proposed alignment of SR-79.

Response to Comment 2.PT-8.5

The City of Hemet's General Circulation Plan shows a north/south connection along California Ave, from Domenigoni Pkwy to Florida Ave. On the Hemet's circulation plan the connection at Florida Ave is shown at Four Seasons Blvd. This project has coordinated this connection with the City of Hemet to provide the connection at California Ave and the project has provided a bridge over California Ave for the future connectivity.

Response to Comment 2.PT-8.6

The bridge is proposed to be built at California Ave and will be approximately 400' long. It will be approximately 48' above existing ground with a vertical clearance over future California Ave of about 40'. A retaining wall will be built along the south side of Lyn Ave so that existing Lyn Ave will not be affected.

what he said. You know, they're responsible for one facet of it, and then the County is responsible for another facet. And what I would like to do is bring together all the facets and work together as a team to accomplish -- better coordinate for efficiency, for money, for practicality, you know so we can address these issues.

Who's going to be responsible? Is it going to be Winchester because Hemet has changed their sphere of influence, and they're only going now as far as California? Or is this just a vacant piece of property, and they'll have to deal with the issue at some other time?

MR. CASTANEDA: And so to wrap up, if it's Winchester, it will be the County.

MR. KOBY: Okay. Well, I know, but we would like to know who in the County that we should be coordinating. We need people, names, not just an entity itself, saying the County or RCTC.

MR. CASTANEDA: Your county supervisor, Chuck Washington, he's the designated supervisor for that area. So he would be a good starting point.

MR. KOBY: And who else should be in that meeting? I would like a list of all the people who should be in that's meeting. And I know that he's been 2.PT-8.7

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-8.7

Formal public outreach began in 2004 with a series of Q&A Fact Sheets that were distributed to the public and local agencies at critical points in the project development process, which were revised based on public comments and resubmitted in 2005. The fact sheets and other early outreach efforts are available from the Project website at: http://www.sr79project.info/library-links. The two public hearings on the Draft EIR/EIS, and one held for the Partially Recirculated DEIR/SDEIS, were only the latest in a series of outreach efforts that have characterized the Project. Sections 5.3 and 5.4 of the Final EIR/EIS include summaries of public and local agency outreach efforts prior to circulation of the Draft EIR/EIS. Additionally a Notice of Availability (NOA) for the Draft EIR/EIS was published February 8, 2013 and a NOA for the Partially Recirculated DEIR/SDEIS was published on August 21, 2015.

1 very good at coordinating. And so if he can get the
2 names of the people that he would suggest would be
3 important, not just the top people but the other that are
4 the decision makers that are going to allow the facts --
5 to present it to the decision makers for the height of
6 the bridges, pass the circulation plan, the sound walls.
7 And then also, and I understand this is not a
8 final, this is a draft, that they have some flexibility
9 in moving that alignment because the curvature for
10 safety. And we just want to know, is this the maximum
11 point that's going to the north? Is that at the maximum
12 point for their alignment, or do they have greater
13 flexibility? 2.PT-8.8
14 Because years ago, when the environmentalists
15 were out there, we were on the property with them, and
16 they went further to the north. But in conversation,
17 they said, no, that it was limited to this point only.
18 And so we're -- the reason we're asking the question is
19 to have better clarity what's going to happen to Lyn 2.PT-8.9
20 Avenue and the back of the property there that's -- there
21 is an easement there for access that goes to Calvert,
22 goes behind the adjacent property, which is three
23 parcels. And it was originally owned by Randy Blanchard.
24 And I think there has been a foreclosure on that
25 property, and it's now, lender-owned.

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-8.8

This is the maximum point the alignment will move to the north in order to meet the purpose and need of the project as defined in Section 1.1.3 of the Final EIR/EIS.

Response to Comment 2.PT-8.9

The concern about Lyn Avenue is unclear and no further response is possible. However, as general background information, a retaining wall will be built along the south side of Lyn Ave so that existing Lyn Ave will not be affected, and the properties along the north side can remain as is. There is no existing access to Calvert Ave and the project does not support a new access to Calvert Ave with Build Alternative 1br.

And we would like to see how that alignment is how they're going to go ahead and address that. Or are they going to erase it? Because it goes right on top of the Expressway. They don't show Lyn Avenue. It just disappears. And if it disappears, all we would like to do is say, okay, recognize that. So thank you so much. 2.PT-8.10

So for any meetings, my direct phone number is 714-777-5533. They can reach me by phone. I'm not always in California. I spend a good deal of time -- I flew here special for this meeting. I spend a good deal of time between here, Arizona, Montana, Utah and Idaho.

So I'm not always available, but I will attend the meetings. I will make the meetings. And I appreciate the cooperation on this, and I'm looking forward to working with you and Gustavo and Patty Castillo and all those that have put a lot of hard work into this and the engineering people that also have given comments.

And the other thing is, I think that -- I would like, if possible, John Teret (phonetic) to give his comments here. Because a part of this environmental impact has a lot to do with the environment. And so when they're talking about the -- he was talking about where that alignment comes down California, and that property is actually under the control and, I believe, the

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-8.10

The alignment of the alternatives, including the preferred alternative, was provided in the environmental document. The concern about Lyn Avenue disappearing is unclear. The project does not design or provide for the extension of Lyn Ave to the west, but modifications can be made during final design to move the retaining wall closer to the SR79 alignment and provide room that a frontage road could be built by the County or City in the future. A retaining wall will be built along the south side of Lyn Ave so that existing Lyn Ave will not be affected, and the properties along the north side can remain as is.

ownership of the Metropolitan Water District.

These things, not only do we need the engineers, but we need the people responsible for influencing the environmental impact and also with the tribe as to whether this is going to meet their requirements, moving that road further to the north. 2.PT-8.11

So I think that we should try to get a bigger group of people and maybe just address these issues. And not that you need a lot of people to have a good meeting, but so we can get some clarity and we address all of the important issues.

And if you have anybody else that you think should attend that meeting, it would be greatly appreciated.

**********PUBLIC COMMENT**********

MR. ABDELKARIM: APN 431130015. My address is 5340 Lochmoor, L-o-c-h-m-o-o-r, Drive, Riverside, California 92507. It's SJ Cottonwood Commercial Partners. My name is Haytham Abdelkarim, H-a-y-t-h-a-m A-b-d-e-l-k-a-r-i-m.

We got this property way back. We kind of started something to build in the back of our property, adjacent to the water, the canal, like a storage specifically for RVs because of the Diamond Lake. And we were going to follow up after that with a commercial

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-8.11

The environmental document provided an evaluation of the alternatives and presented data, including supporting technical reports and coordination with stakeholders as well. Also, many alternatives have been considered for the SR 79 Realignment, as shown in Appendix J of the Final EIR/EIS (Exhibit H). The reasons this and other alternatives were eliminated from discussion and analysis are described in Section 2.2.5 of the Final EIR/EIS.

1 center, down the road, of course.
2 But of course, the economy and everything else,
3 we kind of did not follow up on it. And we just didn't
4 know what to do and waiting for a good time with loans
5 and stuff like that. Then of course we started getting
6 the letters of this Highway 79. And we are going to get
7 a highway, which is good, we thought.
8 Unfortunately, this is going to consume our
9 property. It's gone. It leaves a little bit next to the
10 canal. And next to us, there is another parcel. If we
11 get access of the highway, we have to go through our
12 neighbor. And that only leaves about maybe five to six
13 acres out of the 17 acres. And we don't know what we can
14 do to see if we can develop our property or if this is 2.PT-9.1
15 gone now. I mean this is final, the way it is, the way
16 the highway is going to go through?
17 And if that's the case, the on-ramp/off-ramp,
18 could it be moved elsewhere? Because there is another
19 property on the other side. It may not affect it as much 2.PT-9.2
20 as it affects us. Or if we can get advance say of the
21 property, whatever we can do. Because the way it is,
22 it's a destruction of the property, the way it is right
23 now. Because it goes through it. It leaves very little
24 land, and it's landlocked. And the few acres that leaves
25 for us, there's no access over there, the way we

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-9.1

The comment does not raise any specific concerns with the environmental effects of the project or the analysis in the environmental document and no further response is required. However , properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and compensation are complex processes that are best discussed with a Project acquisition agent after RCTC determines whether it needs to acquire a property.

Response to Comment 2.PT-9.2

The alignment and design of the Cottonwood interchange is located to align with the existing development at the SE corner of the interchange and to provide an alignment that ties in to existing ground prior to the San Diego Canal.

If the Project must acquire all or part a property, the property owner will receive just compensation at a fair and equitable price. RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and designed to protect property owners. If a decision is made to acquire your property, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

1 understood it. There is no access unless we get some
2 from our neighbor. And our neighbor probably won't have
3 the access. I'm not sure if he gets access of the
4 highway.
5 So that's where we stand with this parcel, and
6 it's an 11-year investment. We have been sitting on it
7 and sitting on it and sitting on it and paying taxes and
8 taxes. And it doesn't look good. So what can you do?
9 What should we do? What should we request?
10 **********PUBLIC COMMENT**********
11 MR. JAFFE: Allan, A-l-l-a-n, Jaffe, J-a-f-f-e.
12 358 Chi Chi Circle, Hemet, California 92545.
13 I live in Four Seasons. That's the Chi Chi
14 address, Four Season, a senior community of some 1106
15 homes. The main gate of Four Seasons is approximately
16 1,000 feet away from the parallel SR-79 1br route,
17 suggesting then that we're going to have some issues with
18 sound because the roadway itself is slightly elevated.
19 It's within a thousand feet of the main gate of Four
20 Seasons.
21 We're going to have some issues just with
22 visual attractiveness. Because when you exit the main
23 gate, when you exit Four Seasons, you're going to easily
24 see the elevated or raised roadway. Today, when you exit
25 the gate and look south, we see nothing but pasture land,

2.PT -9.3

Responses to Oral Comment 2.PT-

Response to Comment 2.PT$-9.3
During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:
http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

1 understood it. There is no access unless we get some
2 from our neighbor. And our neighbor probably won't have
3 the access. I'm not sure if he gets access of the
4 highway.
5 So that's where we stand with this parcel, and
6 it's an 11-year investment. We have been sitting on it
7 and sitting on it and sitting on it and paying taxes and
8 taxes. And it doesn't look good. So what can you do?
9 What should we do? What should we request?
10 **********PUBLIC COMMENT**********
11 MR. JAFFE: Allan, A-l-l-a-n, Jaffe, J-a-f-f-e.
12 358 Chi Chi Circle, Hemet, California 92545.
13 I live in Four Seasons. That's the Chi Chi
14 address, Four Season, a senior community of some 1106
15 homes. The main gate of Four Seasons is approximately
16 1,000 feet away from the parallel SR-79 1br route, 2.PT-10.1
17 suggesting then that we're going to have some issues with
18 sound because the roadway itself is slightly elevated.
19 It's within a thousand feet of the main gate of Four
20 Seasons.
21 We're going to have some issues just with
22 visual attractiveness. Because when you exit the main
23 gate, when you exit Four Seasons, you're going to easily
24 see the elevated or raised roadway. Today, when you exit 2.PT-10.2
25 the gate and look south, we see nothing but pasture land,

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-10.1

The noise impacts were presented in the environmental document. The commenter does not raise any specific issues with the analysis, so no further response is possible. To summarize the information already provided, in the vicinity of the Florida and California Avenues, a noise barrier is proposed for further consideration. This barrier varies from 10 to 14-feet tall and, depending on the alternative, the barrier is roughly a mile long. Noise levels will be substantially reduced at the Donaldson Street subdivision and the Roseland Mobile Home Estates, since they are immediately adjacent to the proposed alignment of SR-79. Although noise barriers become less effective as distances increase, residual benefits can be expected at the communities further from the proposed alignment of SR-79.Further, during discussions with the residents of the Four Seasons community the following points were presented to examine the concerns that they presented:

- People in quiet areas notice equivalent noise increases more acutely than people in louder areas
- Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier.
- For any individual receptor, relative position and distance would be the key factors. Department noise policy specifies monitoring and modeling for all sensitive receptors within 152 meters (500 feet) of a roadway. The nearest Four Seasons residence (Playa Court) would be roughly 488 meters (1,600 feet) away from realigned SR 79.
- Given the distance, the traffic noise coming directly from the proposed highway is not expected to rise to the level of a traffic-noise impact to the Four Seasons at Hemet community.
- Reflected noise does not increase in intensity (except immediately adjacent to a hard reflective surface); it continues to degrade according to the doubling-of-distance principle.
- Using this principle, any traffic noise reflected from hillsides back to the Four Seasons community is not expected to rise to the level of a traffic-noise impact.
- The roadway would be audible. However, based on the design year projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact; approaching or exceeding the Noise Abatement Criteria (66-67 A-weighted decibels [dBA]) for residential land uses.

Response to Comment 2.PT-10.2

As presented in the environmental document, it is true that the elevated roadway segment will be visible to Four Seasons residents as they drive out the front gate of the community on 4 Seasons Boulevard, toward SR-79. However, the degree of impact to this view will be moderated by a number of factors. One is that the elevated roadway segment will be 1,700 feet (approximately 0.3 mile from the main gate and 1,300 feet (approximately one quarter mile) from the point that 4 Seasons Boulevard intersects with SR-79). In addition, on 4 Seasons Boulevard between the main gate and SR-79, the view looking south toward the elevated roadway segment will be constrained by the walls and trees that border the boulevard so that only a relatively small segment of the elevated roadway will be visible in the distance. An additional factor to consider is that over time, as the proposed plantings on the slopes of the roadway berms grow and mature, the berms will, to some degree, be visually integrated into their landscape backdrop. The comment does not raise any specific concerns with this analysis and no further response is possible.

very rural, very attractive. Not so here. 2.PT-10.2 (cont.)

A major interchange will be within just a few hundred yards of Four Seasons on Florida. Specifically, I'm talking about the interchange that is positioned just east of California and before Warren. That's a way for people traveling on SR-79 1br to be able to exit or entry onto Florida, the main street of Hemet. My thought is that's going to produce more traffic, not surprisingly, more congestion. 2.PT-10.3

But it's not certain to me that SR-79 in any of its five variations will have a positive influence on the commerce, the retail trade, in Hemet/San Jacinto. My sense of it is that people will see SR-79 as an opportunity to get to Temecula. Temecula is the home of big-box stores. People wanting variety, people wanting price and style today go to Temecula. SR-79 will make it even easier for them to do so. 2.PT-10.4

So I have concerns about the project in total, mainly having to do with the impact on small business in Hemet/San Jacinto. And I have some issues with the project, specifically 1br, in terms of the impact where I live in Hemet in terms, again, repeating myself: traffic congestion, noise, potentially pollution for all the additional traffic that it will send upon us. Right now, it's nice and clean, nice and quiet.

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-10.3

SR 74 (Florida Avenue) and Domenigoni Parkway are the primary east-west routes. Traffic volumes on SR 74 would be reduced significantly (30 to 50 percent) between Winchester Road and Sanderson Avenue by a realigned SR 79. Similarly, traffic volumes on Domenigoni Parkway between Winchester Road and Sanderson Avenue would be reduced by 55 to 75 percent. Traffic conditions in this area would improve significantly with the Project.

Response to Comment 2.PT-10.4

A goal of the Project is to reduce congestion and improve traffic flow. This would involve diverting some traffic from the principal commercial thoroughfares in Hemet and San Jacinto and onto the new, more direct alignment. Diverting regional traffic would improve conditions for pedestrians and local traffic, but could reduce the pass-by traffic on which some businesses depend. For businesses that do not depend on pass-by traffic, improved traffic conditions could increase patronage in local shops, resulting in a net benefit. The size of the Hemet-San Jacinto area would limit the potential for negative impacts on local businesses because the large economic base would continue to draw people to the area to purchase goods and services. A review of many bypass studies note that highway bypasses are seldom either devastating or the savior of a community business district (see the Environmental Consequences section of Section 3.1.4 in the Final EIR/EIS). Shifting traffic from local routes can cause some existing businesses to turn over or relocate, but net economic impacts on the broader community are usually relatively small (positive or negative). A substantial amount of traffic would continue to use Florida Avenue and San Jacinto Street, which would provide a customer base for businesses that depend on pass-by traffic. Local businesses and residences along existing SR 79 would continue to be accessible, and the portion on Florida Avenue would continue to be designated as a state highway (SR 74).

**********PUBLIC COMMENT**********

MR. HULL: William Hull, 1062 Ron Circle, Hemet, 92545.

I've lived here in Hemet since 2000, so I'm relatively a newcomer by some people's standards, 15 years here. And I've been interested in this. I've come to more than one meeting about the Ramona Expressway going west. And then, of course, I'm interested in the 79 realignment partly because I live right next to Sanderson Avenue. And all the traffic that comes from Indio, Coachella Valley, if they want to go to San Diego, you've got to go through Hemet because it's stupid to go all the way around the 215 and down that way. So we get all that traffic that comes by, the trucks, cars and everything imaginable. It's good for business all right, but not for noise. So I think this is really a step in a good direction.

And as I looked, this 1b I think is the one that looks like it makes sense here, the 1b alternate. It looks like it would route itself well. I just wish they would get with it. How long will it be before they start digging? 2.PT-11.1

When I first came to the area, and following route 79, I found that when I came to Ramona Expressway, I went way east. And then I think it was San Jacinto

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-11.1

The steps need to start project construction are to ensure that environmental impacts, design and capital outlay project right-of-way and construction estimates are evaluated. Much of the engineering detail, analyses and possible additional studies, fact sheet for exceptions to design standards, and other approvals are completed at several phases up to construction.

Avenue or something like that, I finally was able to turn south. And you go through San Jacinto down to Florida Avenue and then go back west on Florida Avenue until we came back to Winchester, I guess it was. And then we'd go south on Winchester to get down to Temecula.

And that to me was -- I don't know who designed that or how that happened, but that was crazy. So I'm glad that this is a move to correct that situation. So much of the traffic now comes by our place on Sanderson. So I'm looking forward to this change here that would improve everything.

So I'm very favorable, and I hope they move along and get the tractors going. Great improvement. Good to see that. Any time they can improve our roadways, that's good.

And it looks to me by the design that they're purchasing enough land to have a good wide barrier in between for future so that we've got a future possibility of another lane or two to add to the two lanes that they're putting in. It makes sense. While we're at it, let's buy enough land for the future. Because we're not all getting rid of our cars, whether they like it or not.

**********PUBLIC COMMENT**********

MS. IPARAGUIRRE: Jenny Iparaguirre, I-p-a-r-a-g-u-i-r-r-e, 775 North Sanderson, San Jacinto.

Responses to Oral Comment 2.PT-

Avenue or something like that, I finally was able to turn south. And you go through San Jacinto down to Florida Avenue and then go back west on Florida Avenue until we came back to Winchester, I guess it was. And then we'd go south on Winchester to get down to Temecula.

And that to me was -- I don't know who designed that or how that happened, but that was crazy. So I'm glad that this is a move to correct that situation. So much of the traffic now comes by our place on Sanderson. So I'm looking forward to this change here that would improve everything.

So I'm very favorable, and I hope they move along and get the tractors going. Great improvement. Good to see that. Any time they can improve our roadways, that's good.

And it looks to me by the design that they're purchasing enough land to have a good wide barrier in between for future so that we've got a future possibility of another lane or two to add to the two lanes that they're putting in. It makes sense. While we're at it, let's buy enough land for the future. Because we're not all getting rid of our cars, whether they like it or not.

**********PUBLIC COMMENT**********

MS. IPARAGUIRRE: Jenny Iparaguirre, I-p-a-r-a-g-u-i-r-r-e, 775 North Sanderson, San Jacinto.

Responses to Oral Comment 2.PT-

I would like to know if they're going through my property or not and make up their mind. Because I want to sell my 11 acres. But with them so unstable, I don't know what to do. I can't sell it because people see this. 2.PT

So are they taking it, or are they not? That's -12.1 what I'd like to know. If they take it and take it soon and give me enough money, that don't matter. Because I want to sell it. But if I put it on the market, I won't be able to sell it if they're going to do this.

805 Sanderson, that's my neighbor, and he has a horse ranch there. And it was in escrow three times, and it fell out three times. It's 29 acres. 805 is the address, his address. He's my neighbor. He was going to sell that, but his kept falling out. So it must have because of this probably.

I would just like to know if they're going to take it or not, that's all, if they will ever give me that information or not.

(Proceedings concluded at 8:00 p.m.)

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-12.1

Whether or not the project will traverse your property requires a final decision on the alignment. This decision will be announced in the Notice of Decision/Record of Decision that will be prepared following approval of the Final EIR/EIS. The property acquisition process will start following that decision.

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION

2.T-1

02-002-2013-001

August 31, 2015

[VIA EMAIL TO:aaron_burton@dot.ca.gov]
Caltrans
Mr. Aaron Burton
P.O. Box 12008
Riverside, CA 92502

Re: SR 79 Realignment Project Recirculated Environmental Impact Report/Environmental Impact Statement

Dear Mr. Aaron Burton,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the SR-79 Realignment Project project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area (TUA). For this reason, the ACBCI THPO requests the folllowing:

*At this time ACBCI has no concerns and defers to Soboba. This letter shall conclude our consultation efforts. 2.T-1-1

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)699-6829. You may also email me at keskew@aguacaliente.net.

Cordially,

Katie Eskew

Katie Eskew
Archaeologist
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264
T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

Responses to Comment Letter 2.T-1

Response to Comment2.T-1.1
Caltrans/FHWA has been consulting with the Soboba Band regarding cultural resource issues during the Section 106 process, and will continue consultation throughout the implementation of the stipulations in the Memorandum of Agreement.