

Chapter 4 **Comments and Coordination**

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, as well as identify potential impacts; avoidance, minimization, and/or mitigation measures; and related environmental requirements. Agency consultation and public participation for this Project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, tribal consultation, and consultation with interested parties. This chapter summarizes the results of the California Department of Transportation's (Caltrans) efforts to fully identify, address, and resolve Project-related issues through early and continuing coordination.

4.1 Notice of Initiation of Studies

The environmental scoping process to involve the public on the Interstate (I) 5 Managed Lanes Project Draft Environmental Impact Report/Environmental Assessment (EIR/EA) was initiated with two public scoping meetings held by Caltrans District 12 in May 2022. Due to the COVID-19 pandemic, an in-person meeting and a virtual meeting option were provided to the general public. The in-person public scoping meeting was held at the Downtown Anaheim Community Center, 250 East Center Street, Anaheim, CA 92806, on May 24, 2022, from 5:30 to 7:30 p.m. The virtual public scoping meeting was held via Zoom on May 26, 2022, from 5:30 to 7:30 p.m.

Noticing for both of the informal public scoping meetings was prepared using several methods. This included digital postings on the Caltrans District 12 website and the external I-5 Managed Lanes Project website, social media postings, ad postings in local English and Spanish newspapers, coordination with local agencies to post on City social media pages, initiated e-mail blasts using the Constant Contact database, implementation of geofence ads that targeted a 1-mile radius surrounding the length of the proposed Project corridor, and a postcard mailer that was sent to those within a 300-foot radius of the proposed Project corridor. The Notice of Availability (NOA) was physically published in four local newspapers, with run dates ranging from May 6 to May 12, 2022. These included the *Excelsior*, *Orange County Register*, *Anaheim Bulletin*, and *North County Tribune*. The NOA was also digitally published in the *Orange County Register* with a run date period of May 9 to June 8, 2022. Copies of

these newspaper ad publications are included at the end of this chapter. In addition, an NOA update letter was distributed via USPS Priority Mail to elected officials, agency representatives, and interested parties on July 18, 2022. A copy of that letter, its attachments, and the associated NOA distribution list are also included at the end of this chapter. These notices explained that an in-person open house- format public scoping meeting would be held in addition to a virtual scoping meeting.

The in-person meeting included exhibits and informational handouts about the proposed Project to help participants understand the scope and schedule of the proposed Project and learn about the planning and environmental review process, as well as the proposed alternative concepts. The virtual meeting included the same information provided at the in-person meeting and featured four Zoom breakout rooms, which allowed participants to meet the proposed Project team members and learn more about the proposed Project. The breakout rooms covered the following topics: an overview of the proposed Project, the proposed Project alternatives, the proposed Project's environmental process, and a breakout room to provide public comments. The meetings were structured to encourage open discussion of issues and concerns. Although no written comment cards were received at the in-person meeting, one comment was provided to the court reporter located on site. During the virtual meeting, two comments were provided to the court reporter stationed in the public comment breakout room. In addition, comments were received through the project email and through regular mail. Common issues raised in these comments included the scope of alternatives, the need for the Project, right-of-way impacts, equity concerns, tolling, noise, and Project cost.

Attendance at the in-person meeting held on May 24, 2022, included 4 persons, and attendance at the virtual meeting held on May 26, 2022, meeting included 51 persons.

Copies of the Public Notice are provided following page 4-11, and copies of the attendance sign-in sheets are provided following page 4-11, at the end of this chapter.

4.1.1 Notice of Preparation

The CEQA scoping process for the proposed Project was initiated with the preparation and distribution of a Notice of Preparation (NOP) of an Environmental Impact Report/Environmental Assessment, via mail and posting at the State Clearinghouse, the Orange County Clerk, and Los Angeles County Clerk. The NOP was posted to the State Clearinghouse on May 9, 2022, beginning the required 30-day review period under CEQA. The NOP review period ended on June 8, 2022. The State

Clearinghouse number assigned was 2022050172, which will be referenced in future CEQA filings. The State Clearinghouse posting is included at the end of this chapter. The NOP was also posted at the Orange County Clerk and the Los Angeles County Clerk on May 9, 2022, and the Clerk postings are included at the end of this chapter. In addition, the NOP was distributed via United States Postal Service (USPS) Priority Mail to elected officials, agency representatives, and interested parties, along with a brief letter from Caltrans notifying recipients of the initiation of scoping. A copy of that letter, its attachments, and the associated distribution list are contained in Appendix G. The NOP was also made available for public review on the project website at: <https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-managed-lanes-project>.

4.2 Interagency Coordination and Consultation

The formulation of proposed Project alternatives and mitigation has been carried out through a cooperative dialogue among representatives of the following agencies or organizations:

- Caltrans
- Cities of Irvine, Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, La Mirada, Garden Grove, and Santa Fe Springs
- Historic preservation groups
 - Anaheim Historical Society
 - Buena Park Historical Society
 - Fullerton Heritage
 - Irvine Historical Society
 - Orange County Historical Society
 - Preserve Orange County
 - Santa Ana Historical Preservation Society
 - Tustin Area Historical Society & Museum
- Native American Tribal representatives
- Orange County Housing Finance Trust
- Orange County Public Works
- Orange County Transportation Authority (OCTA)
- Southern California Association of Governments (SCAG)
- SCAG Transportation Conformity Working Group (TCWG)
- State Historic Preservation Officer (SHPO)

- Transportation Conformity Working Group (TCWG)
- Transportation Corridor Agencies (TCA)
- United States Fish and Wildlife Service (USFW)

The following sections summarize the results of the efforts of Caltrans District 12 to fully identify, address, and resolve Project-related issues through early and continuing coordination.

4.2.1 Native American Consultation

Consultation with a number of Native American Tribes (groups and individuals) was conducted in December 2022 in compliance with Section 106 of the National Historic Preservation Act. Assembly Bill (AB) 52, which amended the California Environmental Quality Act (CEQA) to require consultation with Native American Tribes, became effective July 1, 2015. As a result, additional Native American coordination under AB 52 was initiated in July 2022. The consultation with the Native American Heritage Commission (NAHC) and Native American representatives is summarized in Table 4-1. A copy of the NAHC correspondence is included at the end of this chapter.

4.2.1.1 State Historic Preservation Officer

As assigned by the Federal Highway Administration (FHWA), Caltrans has determined the historic properties evaluated as a result of the proposed Project that are not eligible for inclusion in the National Register of Historic Places within the Project Area of Potential Effects (APE). Under the Section 106 Programmatic Agreement (PA) Stipulation VIII.C, Caltrans will be requesting SHPO's concurrence on this eligibility determination. SHPO concurrence is pending and is expected during the preparation of the final environmental document.

4.2.2 Transportation Conformity Working Group

The proposed Project was submitted to stakeholders at a TCWG meeting on January 24, 2023, pursuant to the interagency consultation requirement of 40 Code of Federal Regulations (CFR) 93.105 (c)(1)(i). United States Environmental Protection Agency (USEPA), California Air Resources Board (CARB), Southern California Air Quality Management District (SCAQMD), and other interagency consultation participants concurred that the proposed Project is not a project of air quality concern (POAQC) under 40 CFR 93.123(b)(1). The proposed Project would not add diesel-truck capacity or be a major truck traffic generator as diesel heavy-truck traffic makes up approximately 7 percent of the traffic from Red Hill Avenue to State Route (SR)

Table 4.1: Summary of Native American Consultation

Agency and Agency Representative	Date of First Contact	Date of Reply	Dates of Follow-up Contact	Consultation Topic
Native American Heritage Commission (NAHC)	July 5, 2022 (AB 52)	August 15, 2022	N/A	<p>July 5, 2022: A letter was sent to the NAHC requesting a search of the SLF in order to identify areas of religious or cultural significance to Native Americans. The NAHC request letter is included at the end of this chapter.</p> <p>August 15, 2022: The NAHC responded to say that the SLF search was negative for the immediate APE but recommended that 19 Native American individuals representing the Diegueno, Gabrielino, Gabrieleño, Juaneño, Cupeño Luiseno, and Cahuilla groups be contacted for possible additional information.</p>
Campo Band of Diegueño Mission Indians Ralph Goff, Chairperson <i>Diegueño</i>	December 5, 2022	N/A	January 13, 2023 (email) January 27, 2023(phone call)	<p>January 13, 2023: A follow-up email was sent. The email was returned as undeliverable.</p> <p>January 27, 2023: No initial response was received as a result of the Project notification letter and first follow-up attempt. An additional follow-up phone call was made, and a voice message was left.</p>
Ewiiapaayp Band of Kumeyaay Indians Michael Garcia, Vice Chairperson <i>Diegueño</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. No response has been received.
Ewiiapaayp Band of Kumeyaay Indians Robert Pinto, Chairperson <i>Diegueño</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. No response has been received.
Gabrieleño Band of Mission Indians – Kizh Nation Andrew Salas, Chairperson <i>Gabrieleño</i>	December 5, 2022	N/A	January 13, 2023 (email)	<p>January 13, 2023: A follow-up email was sent.</p> <p>January 17, 2023: A response email was received from the Administrative Specialist, requesting to set up a time to consult on the Project. The request was forwarded to Caltrans Environmental staff.</p>

Table 4.1: Summary of Native American Consultation

Agency and Agency Representative	Date of First Contact	Date of Reply	Dates of Follow-up Contact	Consultation Topic
				<p>January 18, 2023: Caltrans Environmental staff emailed Chairperson Salas to request a consultation meeting and asked if there is additional information for this Project that the Tribe has not received yet. No additional response or information has been received at this time.</p> <p>February 10, 2023: Caltrans sent a follow-up email to the Tribe asking if the Tribe has questions or concerns about the Project.</p> <p>No additional response or information has been received.</p>
Gabrieleño/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson <i>Gabrieleño</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. No response has been received.
Gabrieliño/Tongva Nation Sandone Goad, Chairperson <i>Gabrieliño</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. No response has been received.
Gabrieliño Tongva Indians of California Tribal Council Christina Conley, Tribal Consultant and Administrator <i>Gabrieliño</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. No response has been received.
Gabrieliño Tongva Indians of California Tribal Council Robert Dorame, Chairperson <i>Gabrieliño</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. No response has been received.

Table 4.1: Summary of Native American Consultation

Agency and Agency Representative	Date of First Contact	Date of Reply	Dates of Follow-up Contact	Consultation Topic
Gabrieliño-Tongva Tribe Charles Alvarez <i>Gabrieliño</i>	December 5, 2022	N/A	January 13, 2023 (email) January 27, 2023 (phone call)	January 13, 2023: A follow-up email was sent. No response has been received. January 27, 2023: No initial response was received as a result of the Project notification letter and the initial follow-up. An additional follow-up phone call was made, and a voice message was left.
Juaneño Band of Mission Indians Acjachemen Nation – Belardes Matias Belardes, Chairperson <i>Juaneño</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. No response has been received.
Juaneño Band of Mission Indians Acjachemen Nation 84A Heidi Lucero, Chairperson <i>Juaneño</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. No response has been received.
La Posta Band of Diegueño Mission Indians Gwendolyn Parada, Chairperson <i>Diegueño</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. No response has been received.
La Posta Band of Diegueño Mission Indians Javaughn Miller, Tribal Administrator <i>Diegueño</i>	December 5, 2022	N/A	January 13, 2023 (email) January 27, 2023 (phone call)	January 13, 2023: A follow-up email was sent. The email was returned as undeliverable. January 27, 2023: A follow-up phone call was made. The administrator who answered (Anne Turcotte) said that Javaughn Miller no longer works for the Tribe and asked to have a copy of the letter emailed to her. The letter was sent via email to Ms. Turcotte the same day.
Manzanita Band of Kumeyaay Nation Angela Elliott Santos, Chairperson <i>Diegueño</i>	December 5, 2022	N/A	January 13, 2023 (email) January 27, 2023 (phone call)	January 27, 2023: A follow-up call was made. The call went straight to a voice mailbox, and a message was left.

Table 4.1: Summary of Native American Consultation

Agency and Agency Representative	Date of First Contact	Date of Reply	Dates of Follow-up Contact	Consultation Topic
Mesa Grande Band of Diegueño Mission Indians Michael Linton, Chairperson <i>Diegueño</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. The email was returned as undeliverable.
Pala Band of Mission Indians Shasta Gaughen, THPO <i>Cupeño Luiseño</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. The email was returned as undeliverable.
Santa Rosa Band of Cahuilla Indians Lovina Redner, Tribal Chair <i>Cahuilla</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. The email was returned as undeliverable.
Soboba Band of Luiseño Indians Isaiah Vivanco, Chairperson <i>Cahuilla Luiseño</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. The email was returned as undeliverable.
Soboba Band of Luiseño Indians Joseph Ontiveros, Cultural Resource Department <i>Cahuilla Luiseño</i>	December 5, 2022	N/A	January 13, 2023 (email)	January 13, 2023: A follow-up email was sent. The email was returned as undeliverable.

Source: *Historic Property Survey Report* (March 2023)

AB = Assembly Bill

APE = Area of Potential Effects

Caltrans = California Department of Transportation

N/A = Not Applicable

NAHC = Native American Heritage Commission

SLF = Sacred Lands File

THPO = Tribal Historic Preservation Officer

22/SR-57, 8.5 percent from SR-22/SR-57 to SR-91, and 9.5 percent from SR-91 to Artesia Boulevard. Therefore, the proposed Project (listed under Project # ORA210604) would not be considered a POAQC under 40 CFR 93.126 as it would not create new or worsen existing particulate matter less than 2.5 microns in size (PM_{2.5}) violation.

Copies of the TCWG determinations are included at the end of this chapter.

4.2.3 United States Fish and Wildlife Service

Official species lists were obtained from the United States Fish and Wildlife Service (USFWS) on October 18, 2022. The species lists provide information about the threatened, endangered, and proposed species; designated critical habitat; and candidate species that may occur in the Biological Study Area (BSA). The species lists provided by the USFWS are included at the end of this chapter.

4.2.4 United States Army Corps of Engineers

A *Preliminary Jurisdictional Delineation (JD)* (January 2023) report was prepared as an appendix to the *Natural Environment Study (Minimal Impacts) (NES[MI])* (February 2023) supporting this EIR/EA. Areas within the Jurisdictional Delineation Study Area (JDSA) have been identified as potentially subject to USACE jurisdiction pursuant to Section 404 of the Clean Water Act. The JD will be submitted to the USACE for its review and concurrence.

4.2.5 Section 4(f) Consultation

As described in more detail in Appendix A, the proposed Project is not expected to have temporary and/or permanent impacts to Section 4(f) resources. Four preliminary consultation letters from Caltrans District 12 were sent to the following agencies with jurisdiction over Section 4(f) properties:

- City of Santa Ana (two properties)
- Tustin Unified School District
- City of Orange

These preliminary Section 4(f) consultation letters are included in this chapter and in Appendix A. The letter includes a description of the proposed Project and a statement that the resource identified as being protected under Section 4(f) is located adjacent to the proposed Project and could potentially be impacted by one of the build alternatives. A follow up letter was sent to the agencies listed above on November 9, 2022, to inform them that the proposed Project would not directly or indirectly affect

the resources under their jurisdiction. In addition, nine e-mails were sent from May 16 to May 18, 2023 to the following agencies to further state that a “no use” determination would apply to the applicable resources associated with each agency.

- City of Santa Ana (three properties)
- Tustin Unified School District
- City of Orange
- City of Irvine
- County of Orange
- City of Anaheim
- Los Angeles County Department of Public Works

4.3 Community Outreach and Public Involvement

4.3.1 Project Development Team

The Cities of Tustin, Santa Ana, Orange, Anaheim, Buena Park, La Mirada, Fullerton and Garden Grove along with representatives from TCA, OCTA, OCPW, ACOE, and SCAG participate in the regular PDT meetings conducted by Caltrans District 12 for the proposed Project. These meetings were held via Microsoft Teams on the dates listed below in Table 4-2.

The quarterly PDT meetings cover a wide range of topics related to the proposed Project, including development and evaluation of alternatives, engineering considerations, environmental issues, and the environmental document and documentation process. The meetings allow the engineering and environmental team to share developments with the project stakeholders and solicit feedback or seek additional coordination opportunities. Many meetings featured active discussion on the Equity Study. Stakeholders shared concerns on impacts the project might have on underrepresented communities and were interested to hear feedback received following the equity workshops. Stakeholders also made comments on potential project alternatives that were further discussed and have been captured within this document under Chapter 1, Section 1.5 – Alternatives Considered but Eliminated from Further Consideration

Table 4-2: Summary of I-5 Managed Lanes PDT Meetings

PDT Meeting #	Date of Meeting	Topics of Discussion
1	5/17/2022	<ul style="list-style-type: none"> • Project Overview, Timeline, & Description of Alternatives • Information on Public Scoping • Look Ahead on PA/ED Process • Questions above Right-of-Way acquisitions and impacts, especially focused on underserved communities. • Discussions on avenues of public and stakeholder engagement, including Scoping Period, the Equity Study, and reoccurring PDT Meetings.
2	8/16/2022	<ul style="list-style-type: none"> • Recap of Project Scoping activities • Discussion on Alternative Screening Process, including removal of Alternative 4B • Introduction to the Traffic and Revenue Study • Discussion on Traffic Modeling and coordination with OCTA Modeling Team • SB 743 VMT Discussion on Methodology and process • Preview of the Equity Study Workshops and coordination with Community Based Organizations (CBO) • Updates from Engineering and Environmental Teams on progress of technical studies
3	11/15/2022	<ul style="list-style-type: none"> • Overview of Value Analysis activities • Preview of Stated Preference Study • Discussion on potential induced demand from project improvements, including one on one discussion with stakeholder cities • Overview of the two proposed Park and Ride project improvements • Shared approach to proposed access to the Express Lanes • Recap of Equity Study Workshop #1 • Preview of Community Survey being prepared for distribution, including request to assist in survey distribution
4	2/21/2023	<ul style="list-style-type: none"> • Update on Stated Preference Survey currently underway • Updates on VMT process, including assessment of potential mitigations • Traffic Team shared preliminary Measures of Effectiveness (MOEs) for the project alternatives • PDT resolved to share the Draft TOAR and a summary of project impacts ahead of the publication of the DPR, including focus meetings with any city or stakeholders that requested • Value Analysis recommendations and results of the Safety Analysis Study were shared • Recap of the Community Survey and a preview of Equity Workshop #2
5	5/16/2023	<ul style="list-style-type: none"> • Recap of stakeholder review of shared materials and 1 on 1 focus meetings • Discussion of upcoming Public Circulation activities, including in-person and virtual open house meetings • Summary of VMT methodology and mitigations

VMT = Vehicle Miles Traveled

Some topics covered during the PDT meetings warranted follow-on meetings with specific PDT members. For example, greater detail on the park-and-ride lots added to the Build Alternatives were shared for review and comment with the cities of Anaheim and Santa Ana. An early draft of the *Traffic Operations Analysis Report* and a summary of proposed Project impacts associated with each alternative were shared with the PDT members to allow a more in-depth review of analysis provided by the technical studies. Also, several cities supported the outreach process by following up with contact information and introductions to local central business office (CBO) representatives.

4.3.2 Equity Community Workshops

In addition to the two public scoping meetings that were held for the proposed Project, a series of two community equity workshops titled, “Improving Your Commute on the I-5 in Orange County” were held on October 4, 2022 (Equity Workshop #1), and March 1, 2023 (Equity Workshop #2). Equity Workshop #1 was held from 6:00 p.m. to 7:30 p.m. an in-person meeting and a virtual meeting option were provided to the general public. The in-person meeting was held at the Ponderosa Park Family Resource Center, 320 E. Orangewood Avenue, Anaheim, CA 92802, and the virtual meeting option was provided via Zoom. Equity Workshop #2 was held exclusively via Zoom from 6:00 p.m. to 7:00 p.m.

These workshops were designed to welcome voices from the communities that have experienced disproportionate outcomes from past transportation projects in the community and to share how proposed changes to I-5 could impact and benefit their day-to-day life. Caltrans may forward recommendations to improve the Build Alternatives to the extent possible. Spanish and Vietnamese language interpreters were present at Equity Workshop #1 to assist with interpretation for non-native speaking attendees. In addition, a community input survey was developed in English, Spanish, and Vietnamese in order to learn more about local community travel experiences and preferences when traveling along the I-5 corridor.

This community survey is now closed but was available through the Caltrans project webpage <https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-managed-lanes-project>.

4.3.3 I-5 Managed Lanes Project Websites

Caltrans District 12 maintains internal and external project websites that provide information to the public regarding the proposed Project and the status of the

environmental document and the environmental documentation process for the proposed Project.

- The internal Project website is available at: <https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-managed-lanes-project>
- The external Project website is available at: <https://storymaps.arcgis.com/stories/9178aef40e834432ae5241b5443c8fe2>

The external Project website also allows patrons to view the Scoping Summary Report, take the proposed Project Equity Surveys, and sign up for alerts to receive proposed Project information.

4.4 Vehicle Miles Traveled (VMT) Mitigation Coordination

Beginning in August 2022, Caltrans initiated conversations with other Caltrans districts on best practices and viable VMT mitigation options and strategies that are being incorporated on other projects. There has been ongoing internal coordination with Caltrans Director's Office of Equity, Sustainability & Tribal Affairs (ESTA) regarding proposed VMT mitigation measures. Coordination and meetings with external parties for VMT reducing options included the Orange County Housing Finance Trust, City of Buena Park, City of Santa Ana, City of Garden Grove, Orange County Transportation Authority, and National Core.

Conversations with National Core, the finance trust, and the cities mentioned above primarily involved housing development as a potential VMT mitigation option. The Orange County Housing Finance Trust, based on historical and current data, provided Caltrans preliminary estimates for housing costs and units that Caltrans considered in their VMT mitigation measure.

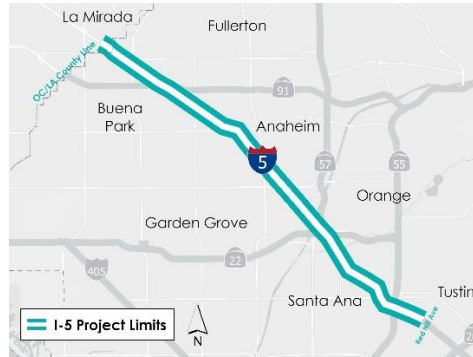
Caltrans has coordinated with the Orange County Transportation Authority to understand the opportunities for VMT mitigation through transit. From this effort, Caltrans was able to identify reasonable cost estimates and project VMT reduction from monetary contributions to new transit service, improving existing transit service, and to transit pass subsidies.

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Public Scoping Notice

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line)
Notice of Public Scoping Meetings for an Environmental Impact Report (EIR)/Environmental Assessment (EA) and Availability of Notice of Preparation for an EIR



WHAT'S BEING PLANNED?

The California Department of Transportation (Caltrans) is proposing managed lanes improvements in both directions on Interstate (I) 5 from Red Hill Avenue (PM 29.1) to the Orange County Line (PM 44.4) and Los Angeles County Line (PM 0.0) to the City of La Mirada (PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. The improvements would modify the existing High Occupancy Vehicle (HOV) lanes within the project limits to address capacity and operational deficiencies. The proposed modifications would improve the overall movement of people and goods along this section of I-5. Four preliminary alternatives, including three Build and the No Build Alternative are under consideration.

WHY THIS PUBLIC NOTICE?

Caltrans is initiating environmental and engineering studies for this project. We are engaging in a scoping process to consider input from the public, resource agencies, and stakeholders on the depth and breadth of issues that should be addressed in the environmental document. In-person and virtual public scoping meetings will be held to inform you about the project, and to give you an opportunity to provide comments or concerns. Your comments during the scoping period will become part of the public record and will be considered in developing the environmental document and defining the project scope. A purpose and need statement for the project, preliminary alternative concepts, an overview of the environmental process, schedule, and other information will be available for viewing at these meetings.

WHAT'S AVAILABLE?

The Notice of Preparation and additional project materials will be available for public review and comment at <https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-managed-lanes-project>. The NOP will also be available at the following locations for viewing:

- Caltrans District 12, 1750 E. 4th St. #100, Santa Ana, CA 92705
- Tustin Library, 345 E. Main Street, Tustin, CA 92780
- Santa Ana Main Library, 26 Civic Plaza, Santa Ana, CA 92701
- Orange Main Library, 407 E. Chapman Avenue, Orange, CA 92866
- Anaheim Central Library, 500 W. Broadway, Anaheim, CA 92805
- Fullerton Public Library, 353 W. Commonwealth Avenue, Fullerton, CA 92832
- Buena Park Public Library, 7150 La Palma Avenue, Buena Park, CA 90620
- OC Public Library, Heritage Park Regional Branch, 14361 Yale Avenue, Irvine, CA 92604

WHERE YOU COME IN?

Comments may be submitted during the public scoping period (May 9, 2022-June 8, 2022) in any of the following formats:

- Online comment form at the Caltrans website: <https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-managed-lanes-project>
- Project email to I-5ManagedLanesProject@dot.ca.gov with the subject line "I-5 Managed Lanes Project"
- Regular mail to Jayna Harris, Associate/Senior Environmental Planner, 20 Executive Park, Suite 200, Irvine, CA 92614.
- Court reporter during our scoping meetings.

Please submit your comments no later than **5:00PM on Tuesday, June 8, 2022.**

WHEN AND WHERE?

The **in-person** public scoping will take place at:

Location: Downtown Anaheim Community Center, 250 E. Center Street, Anaheim, CA 92805

Date: Tuesday, May 24, 2022

Time: 5:30 to 7:30 p.m.

The **virtual** public scoping meeting will take place at:

Location: via Zoom at <https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-managed-lanes-project>

Date: Thursday, May 26, 2022

Time: 5:30 to 7:30 p.m.

CONTACT?

To request alternative accommodations for accessing project information or for attending public scoping meetings please contact the Caltrans District 12 Public Information Office at (657) 328-6000. TDD users may contact the California Relay Service line at 1 (800) 735-2929 or Voice Line at 1 (800) 735-2922. Requests for alternative accommodations to attend scoping meetings must be made 15 days prior to the scoping meeting.

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From: Daunte Arriaga <Daunte.Arriaga@opr.ca.gov>

Sent: Monday, May 9, 2022 9:19:00 AM

To: Jayna Harris <Jayna.Harris@lsa.net>

Subject: SCH Number 2022050172

Your project is published and is available for review. Please note the review 'start' and 'end' period.

You can use the "navigation" and select "published document" to view your project and any attachments on CEQAnet.

Closing Letters: The State Clearinghouse (SCH) would like to inform you that at this time, our office has transitioned from providing close of review period acknowledgement on your CEQA environmental document. During the phase of not receiving notice on the close of review period, comments submitted by state agencies at the close of review period (and after) are available on CEQAnet.

Please visit: <https://ceqanet.opr.ca.gov/Search/Advanced>

- Type in the SCH# of your project
 - If filtering by "Lead Agency"
 - Select the correct project
 - Only State Agency comments will be available in the "attachments" section. Note: Refer to the bold and highlighted agencies.

Daunte A. Arriaga | He/Him |
Student Assistant -State Clearinghouse Unit
Governor's Office of Planning and Research
SCH Phone Number: (916) 445-0613



To view your submission, use the following link.

<https://ceqasubmit.opr.ca.gov/Document/Index/278520/1>

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Notice of Preparation of a Draft Environmental Impact Report for the Interstate 5 Managed Lanes Project

The California Department of Transportation (Caltrans) is issuing this Notice of Preparation (NOP) for a project-level Environmental Impact Report (EIR) for the Interstate (I) 5 Managed Lanes Project (Proposed Project) to initiate scoping and solicit input. Caltrans is the lead agency under the California Environmental Quality Act (CEQA) and is preparing an EIR in accordance with CEQA and an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) for the Proposed Project. The environmental document will be prepared as a joint document pursuant to CEQA and NEPA. This is the Caltrans Project Approval and Environment Document (PA&ED) phase for this project.

Pursuant to CEQA, Caltrans is distributing this NOP and initiating this early consultation/scoping to notify the responsible agencies, trustee agencies, the Office of Planning and Research, county clerk and involved federal agencies that an EIR/EA is being prepared. The purpose is to solicit guidance from those agencies on the scope and content regarding potential significant environmental issues, reasonable alternatives, and reasonable mitigation measures that should be discussed in the EIR/EA. Your agency will need to use the environmental document prepared by our agency when considering your permit or other approval for the project. An Initial Study has not been prepared for the proposed project and therefore is not attached to this NOP.

Caltrans proposes to address I-5 High Occupancy Vehicle (HOV) lane degradation and improve mobility in Orange County. The environmental document will address impacts associated with the Proposed Project.

Project Location

The proposed Project is located on I-5 from Red Hill Avenue to 0.5 mile north of the Orange/Los Angeles County (OC/LA) line (refer to Project Location Map, Figure 1). The postmiles (PM) within Orange County are PM 29.1 to 44.4 up to the OC/LA County line and PM 0.0 to 0.5 within Los Angeles County. The project limits are within the following cities within Orange County: Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

ORIGINAL FILED

MAY 09 2022

LOS ANGELES, COUNTY CLERK

Page 1



SCH NO.

Notice of Preparation of a Draft Environmental Impact Report for the Interstate 5 Managed Lanes Project

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HUGH NGUYEN, CLERK-RECORDER

BY:  DEPUTY

Newspaper Advertisements

Excelsior, 1/2 Page Print Ad on 5/6

NOTICIAS | 5 MAY 2022 | 3:00 PM

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Aviso de alcance al público
Proyecto de cariles administrados en la I-5
 (\$1-55 hasta el límite del Condado de Orange y el Condado de Los Ángeles)
 Aviso de Reuniones de Alcance al Público para la preparación del Informe de Impacto Ambiental (EIR)/Evaluación Ambiental (EA) y Disponibilidad del Aviso de Preparación para un EIR



¿QUÉ SE ESTÁ PLANEANDO?

El Departamento de Transporte de California (Caltrans) propone hacer mejoras en los cariles administrados en ambas direcciones de la autopista interestatal (I-5) desde Fred Hill Avenue (PM 27.1) hasta el límite del Condado de Orange (PM 44.4) y el límite del Condado de Los Angeles (PM 5.0) hasta el Ciudad de La Mirada (PM 5.0), en las ciudades de Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park y La Habra. Las mejoras incluyen los cariles existentes para vehículos con más de dos ocupantes (HOV) por sus siglas en inglés) dentro de los límites del proyecto para abordar las deficiencias operativas y de capacidad. Las modificaciones propuestas mejorarán el movimiento general de personas y bienes a lo largo de esta sección de la I-5. Se están considerando cuatro alternativas preliminares. Las alternativas son constructivas y una en construcción.

¿POR QUÉ SE HACE ESTE AVISO AL PÚBLICO?

Caltrans está iniciando estudios ambientales y de ingeniería para este proyecto. Estamos iniciando un proceso de alcance al público para consultar sus opiniones, las de las agencias de recursos y las de los países interesados sobre la profundidad y amplitud de los problemas que deben abordarse en el documento ambiental de alcance al público y sobre los estudios de alcance al público en forma generalizada y virtual para información sobre el proyecto y sobre la oportunidad de hacer comentarios a quienes se requiera. Los comentarios serán de carácter de alcance al público y serán disponibles al público en el sitio web de alcance al público y serán considerados al momento de desarrollar el documento ambiental y definir el alcance del proyecto. Estarán disponibles para ser consultados en esta reunión; una declaración de propósito y necesidad del proyecto; conceptos alternativos preliminares; una descripción general del proceso ambiental; el monograma y otra información.

¿QUÉ SE ENCUENTRA DISPONIBLE?

El Aviso de Preparación (NCP) por sus siglas en inglés) y los materiales adicionales del proyecto estarán disponibles para revisión y comentarios públicos en línea (<http://dot.ca.gov/caltrans/ea/12181813/13/preparement/13/13environmental/13/13environmental/13/13nccp>). El NCP también estará disponible para su consulta en los siguientes lugares:

- Distrito 12 de Caltrans, 1702 E. 4th St., #100, Santa Ana, CA 92705
- Biblioteca de Tustin, 343 E. Main Street, Tustin, CA 92780
- Biblioteca Principal de Santa Ana, 24 Civic Plaza, Santa Ana, CA 92701
- Biblioteca Principal de Orange, 401 E. Chapman Avenue, Orange, CA 92666
- Biblioteca Central de Anaheim, 300 W. Broadway, Anaheim, CA 92805
- Biblioteca Pública de Fullerton, 353 W. Commonwealth Avenue, Fullerton, CA 92832
- Biblioteca Pública de Buena Park, 7150 La Palma Avenue, Buena Park, CA 92607
- Biblioteca Pública de OC, Succursales Regional de Heritage Park, 14511 Tole Avenue, Irvine, CA 92604

¿CÓMO PUEDE ENVIAR SUS COMENTARIOS?

Los comentarios pueden enviarse durante el período de alcance al público (del 9 de mayo de 2022 al 8 de junio de 2022) en cualquiera de los siguientes formatos:

- Formularios de comentarios en línea en el sitio web de Caltrans: <http://dot.ca.gov/caltrans/ea/12181813/13/preparement/13/13environmental/13/13nccp>
- Correo electrónico: ea@dot.ca.gov
- Correo electrónico: ea@dot.ca.gov
- Correo regular enviado a: JoAnn Harris, Associate/Staff Environmental Planner, 20 Executive Park, Suite 200, Irvine, CA 92614
- Un folleto de alcance al público tendrá nota de sus comentarios durante nuestras reuniones de alcance al público.

Envíe sus comentarios antes de las 5:00 p. m. del martes 8 de junio de 2022.

¿CUANDO Y DÓNDE?

La reunión presencial de alcance al público se llevará a cabo en:

Lugar: Downtown Anaheim Community Center, 250 E. Center Street, Anaheim, CA 92801
Fecha: martes 14 de mayo de 2022
Hora: 5:30 p.m. a 7:30 p.m.

La reunión virtual de alcance al público tendrá lugar en:

Lugar: A través de Zoom en: <http://dot.ca.gov/caltrans/ea/12181813/13/preparement/13/13environmental/13/13nccp>
Fecha: jueves 16 de mayo de 2022
Hora: 5:30 p.m. a 7:30 p.m.

¿CÓMO PUEDE COMUNICARSE CON NOSOTROS?

Para solicitar adaptaciones alternativas para acceder a la información sobre el proyecto o para asistir a las reuniones de alcance al público, comuníquese con la Oficina de Información al Público del Distrito 12 de Caltrans, Branford al (949) 238-6000. Los usuarios de TDD pueden comunicarse con la línea del Servicio de Información de Caltrans al (949) 752-2779 o al (línea de voz) al (949) 752-2779. Las solicitudes de adaptaciones alternativas para asistir a las reuniones de alcance al público deben realizarse 15 días antes de las mismas.

Orange County Register, 1/2 Page Print Ad on 5/9

MONDAY, MAY 9, 2022

THE ORANGE COUNTY REGISTER • CO-REGISTRAR.COM | NEWS 7

VOTING

What to know for the statewide June 7 primary elections

By Alicia Robinson
arobinson@ocregister.com

The statewide primary is a month away, but voting starts as soon as today when the Orange County Registrar of Voters will mail ballots to the county's 1.8 million registered voters and there's

still time for anyone eligible to register. Because of once-a-decade redistricting, boundaries of every political subdivision from congressional offices to school board seats have been redrawn, so voters should expect to see a few changes on their ballot.

Here are a few things to know to be ready for the June 7 election: • Every registered voter should receive a mail ballot sometime after today. Sign up to track your ballot throughout the process at ocvote.gov. • Ballots can be returned

via the U.S. Postal Service, deposited in any of 120 official drop boxes (find locations in the voter information guide that you probably already received or at ocvote.gov), or dropped off at any voter center once they open later this month. • In-person voting begins

May 28 at select vote centers — nearly every city has one — and the remainder of 181 centers around the county are open from June 4 through election day. • Community centers, public libraries and city halls are common locations

for vote centers; find a list in the voter guide or on the Registrar's website. • Need translation services or help for voters with disabilities? Didn't receive a ballot or got the wrong one? Any other questions or concerns? Call the Registrar's office at 714-567-7600.

SOUTH LAKE TAHOE

Spring storm delivers snow to Northern California mountains

By The Associated Press

SOUTH LAKE TAHOE ▶ Spring has sprung in much of California, but winter is hanging on in parts of the Sierra Nevada, where snow fell Sunday and forecasters warned of hazardous travel

The National Weather Service issued a winter weather advisory through 11 p.m., predicting up to 10 inches of snow in mountains above 5,000 feet near Lake Tahoe. "Snow has started over the

Sierra" the weather service's Sacramento office tweeted about midday. "If you have mountain travel plans be prepared for winter driving conditions, gusty winds, and low visibility at times." Chains were recommended

for vehicles on Northern California mountain routes, including Interstate 80 and State Route 50. Light rain fell across the Bay Area where overnight temperatures could drop into the low

40s. Despite the spring snow, California remains locked in drought after historically dry winter months. The Sierra snowpack, a key part of the state's water supply, was just 38% of average on April 1, when it is normally at its peak.

Election

FROM PAGE 1

is intended to balance populations and ensure equal representation for all, shook up many of Orange County's Assembly and Senate districts. The new 73rd District covers Irvine, Costa Mesa and Tustin.

Choi is a Korean American immigrant and former educator. He's taught library science, Korean language and taekwondo who previously served as a member of the Irvine school board and City Council and as mayor. He's wrapping up his third term representing the former 68th Assembly District.

Petrie-Norris worked in finance and marketing before she beat the incumbent in the 74th Assembly District seat in a 2018 surprise upset. She was reelected in 2020. Previously a resident of Laguna Beach, Petrie-Norris opted to move to Irvine rather than run in the new 72nd District, where three candidates are fighting for the seat.

If she remains in the Assembly, Petrie-Norris said

ABOUT THE 73RD ASSEMBLY DISTRICT
Voter registration: 40.2% Democrat, 26.9 Republican, 27.7 no party preference
Voter demographics: 62.8% White, 22% Asian-American, 14.3% Latino, 0.9% Black

she plans to focus on fixing the state's mental and behavioral health care system, which she says is "fundamentally broken" and intertwined with the homelessness crisis.

The system is insufficient, and it lacks proper oversight and accountability, she said. "I think there's an important job for the Legislature to do to ensure that that oversight is strengthened and so that the programs and services that do exist are actually providing real support and real relief."

Petrie-Norris touted her work to get funding for a pilot program that provided support for firefighters, including fire modeling to help combat wildfires. Funding to expand the program statewide was included in the budget proposed in January. She also has been active in probing the causes and consequences of the October oil spill off the coast of Huntington Beach. One outgrowth of that is a plan for the state Department of Fish and Wildlife to annually brief local officials in coastal cities on preparedness, response protocols and resources to recover when a spill occurs. Petrie-Norris also got state officials to fast-track a workshop on spill response protocols and technologies.

The two candidates aren't aligned on many issues, but Petrie-Norris and Choi both said the California Environmental Quality Act, the law that requires environmental review of many development projects, has compounded the housing shortage and should be reformed, though neither said they'd seen a viable proposal for how to do that.

Choi said he favors cuts to other regulations as well. Businesses continue to leave the state due to excessive taxes and regulations, he said, and reducing regula-

tions on housing could help lower the cost and encourage developers to build more. To help small business, Choi said he proposed the state use some of its massive budget surplus (recently reported at \$68 billion) to repay a federal loan to the state unemployment insurance trust fund. Businesses must pay into the fund, so adding light surpluses to the loan debt drives up their costs.

The bill he proposed was rejected in committee in favor of another proposal that would pay off some, rather than all, of the loan, so "partially I think I succeeded," he said.

Choi also opposes COVID-19 mandates. He said the government should provide information and it can make recommendations, but people should make their own decisions on issues such as masks.

While Republican legislators' power is limited by the Democrats' supermajority in Sacramento, Choi said their votes are still important. "We need a good balance of power up here, then we will be healthy debate based on the merits of the bills we propose," he said.

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Public Scoping Notice

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line)

Notice of Public Scoping Meetings for an Environmental Impact Report

(EIR)/Environmental Assessment (EA) and Availability of Notice of Preparation for an EIR

WHAT'S BEING PLANNED?

The California Department of Transportation (Caltrans) is proposing managed lanes improvements in both directions on Interstate (I) 5 from Red Hill Avenue (PM 29.1) to the Orange County Line (PM 44.4) and Los Angeles County Line (PM 0.0) to the City of La Mirada (PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. The improvements would modify the existing High Occupancy Vehicle (HOV) lanes within the project limits to address capacity and operational deficiencies. The proposed modifications would improve the overall movement of people and goods along this section of I-5. Four preliminary alternatives, including three Bule and the No Bule Alternative are under consideration.

WHY THIS PUBLIC NOTICE?

Caltrans is initiating environmental and engineering studies for this project. We are engaging in a scoping process to consider input from the public, resource agencies, and stakeholders on the depth and breadth of issues that should be addressed in the environmental document. In-person and virtual public scoping meetings will be held to inform you about the project, and to give you an opportunity to provide comments or concerns. Your comments during the scoping period will become part of the public record and will be considered in developing the environmental document and defining the project scope. A purpose and need statement for the project, preliminary alternative concepts, an overview of the environmental process, schedule, and other information will be available for viewing at these meetings.

WHAT'S AVAILABLE?

The Notice of Preparation and additional project materials will be available for public review and comment at <https://dot.ca.gov/caltrans>.
<https://dot.ca.gov/caltrans> near me/district-12/programs/district-12-managed-lanes-project. The NOP will also be available at the following locations for viewing:

- Caltrans District 12, 1750 E. 4th St., #100, Santa Ana, CA 92705
- Tustin Library, 345 E. Main Street, Tustin, CA 92780
- Santa Ana Main Library, 26 Civic Plaza, Santa Ana, CA 92701
- Orange Main Library, 407 E. Chapman Avenue, Orange, CA 92666
- Anaheim Central Library, 503 W. Broadway, Anaheim, CA 92805
- Fullerton Public Library, 353 W. Commonwealth Avenue, Fullerton, CA 92832
- Buena Park Public Library, 7150 La Palma Avenue, Buena Park, CA 92620
- OC Public Library, Heritage Park Regional Branch, 14361 Yale Avenue, Irvine, CA 92604

WHERE YOU COME IN?

Comments may be submitted during the public scoping period (May 9, 2022-June 8, 2022) in any of the following formats:

- Online comment form at the Caltrans website: <https://dot.ca.gov/caltrans-near-me/district-12/programs/district-12-managed-lanes-project>
- Project email to I5ManagedLanesProject@dot.ca.gov with the subject line "I-5 Managed Lanes Project"
- Regular mail to Joyana Harris, Associate/Senior Environmental Planner, 20 Executive Park, Suite 200, Irvine, CA 92614.
- Court reporter during our scoping meetings.

Please submit your comments no later than **5:00PM on Tuesday, June 8, 2022.**

WHEN AND WHERE?

The in-person public scoping will take place at:
Location: Downtown Anaheim Community Center, 250 E. Center Street, Anaheim, CA 92805
Date: Tuesday, May 24, 2022
Time: 5:30 to 7:30 p.m.

The virtual public scoping meeting will take place at:
Location: via Zoom at <https://dot.ca.gov/caltrans-near-me/district-12/programs/district-12-environmental/i-5-managed-lanes-project>
Date: Thursday, May 26, 2022
Time: 5:30 to 7:30 p.m.

CONTACT?

To request alternative accommodations for accessing project information or for attending public scoping meetings please contact the Caltrans District 12 Public Information Office at (571) 328-4022. TDD users may contact the California Relay Service via 1 (800) 735-2929 or Voice Line at 1(800) 735-2922. Requests for alternative accommodations to attend scoping meetings must be made 15 days prior to the scoping meeting.

Orange County Register Digital Ad Placement, 5/9 to 6/8

All Sections

JD C

81°F ☀ Thursday, May 12th 2022
E-Edition

GREAT WOLF LODGE

BOOK NOW

Anaheim Costa Mesa Huntington Beach Irvine Lake Forest Mission Viejo Newport Beach Orange San Clemente Santa Ana

TRENDING: Latest on wildfires OC Teachers of the Year Roe v. Wade Andy Dick arrested Disneyland Resort Reporter



Coastal fire: Ice plant no foil for dry, overgrown canyons this time around

The fire in Laguna Niguel is in the "920 zone" — which means the closest water tank is 920 feet above sea level.



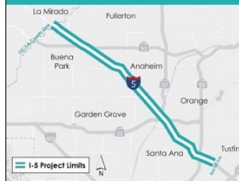
Rivian recalls 502 R1T trucks that could have a faulty airbag trigger



Coastal fire: 'One signature away' from sold, 10,000-square-foot mansion one of 20 homes destroyed

Public Scoping Notice I-5 Managed Lanes Project

(SR-55 to Orange County/
Los Angeles County Line)



Caltrans is proposing managed lanes improvements to I-5 in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

Submit Your Comments
May 9, 2022 - June 8, 2022

LATEST HEADLINES



SUBSCRIBER ONLY

3 killed when Tesla slams into construction equipment in Newport Beach



Tustin OKs new apartments; grapples with neglect at Navy's blimp hangar

GO+DO

COSTA MESA

Sand toys to buy, sell, trade

Off-road enthusiasts will have a chance to "swap" their sand vehicles and parts during the Sand Sport Super Swap coming up.

The event at the OC Fair & Event Center welcomes sellers of new and used dune buggies, quads, engine parts, tires, helmets, motorcycles and more.

Several companies offer show specials, and you can learn more at sandsportssuperswap.com.

— *Magda Liszewska*

IF YOU GO

When: 9 a.m.-2 p.m. May 21
Where: OC Fair & Event Center, Lot 1, 88 Fair Drive, Costa Mesa
Cost: \$5 online until May 21, \$10 day of show, free for kids 12 or younger
Information: sandsportssuperswap.com

NEWPORT BEACH

Wild Tales, activities for kids

The Peter and Mary Muth Interpretive Center's very popular weekly storytime, Wild Tales, is happening in the venue's newly renovated outdoor amphitheater and will include an age-appropriate hike and a craft project.

All ages are welcome, although the event is best suited for ages 2-4.

Walk-ins are welcome, but space is limited so advance registration is suggested online.

Rain or a heat advisory will force cancellation of the event.

— *Magda Liszewska*

IF YOU GO

When: 10-10:45 a.m. May 27
Where: Peter and Mary Muth Interpretive Center, Upper Newport Bay
Cost: Free
Information: letsgooutside.org, under activities

HUNTINGTON BEACH



PHOTO BY SARA SUZANER

The Kowabunga Van Klan of Huntington Beach Car Show will feature a colorful array of vintage VW buses lined up along the pier.

VW bus show at the pier

If you're a fan of the quirky, classic VW vans that once were prolific at the beach, this event is for you.

The Kowabunga Van Klan of Huntington Beach Car Show is back and will feature some of the finest classic VW vans around.

More than 100 are expected at this year's event, dubbed Buses on the Pier.

— *Magda Liszewska*

IF YOU GO

When: 9 a.m.-3:30 p.m. Saturday
Where: Huntington Beach Pier Plaza, 325 Pacific Coast Highway, Huntington Beach
Cost: Free
Information: facebook.com/kowabungahb

SAN CLEMENTE

Tour of beautiful gardens

You can tour the outdoor oasis of several San Clemente properties Saturday.

The San Clemente Garden Club is hosting its popular self-guided tour, which displays five private gardens and the Casa Romantica Cultural Center and Gardens.

You can see some of the reasons the city is often described as beautiful.

There will be live music at each venue, and ticket proceeds help support school gardens, beautification projects and scholarships.

— *Magda Liszewska*

IF YOU GO

When: 10 a.m.-4 p.m. Saturday
Where: The tour route is provided with the purchase of tickets.
Cost: \$30 each (four or more for \$25 each) through Friday, \$40 Saturday
Information and tickets: sanclementegardenclub.com



LIBRARIO/GETTY IMAGES — STAFF PHOTOGRAPHER

The Casa Romantica Cultural Center and Gardens will be a stop on the San Clemente Garden Club's garden tour Saturday.



FRAN LARA — STAFF PHOTOGRAPHER

The Children's Festival marks 30 years in Anaheim.

ANAHEIM

Festival aims to inspire young artists

The Children's Festival returns for its 30th year at Pearson Park.

The Museo Museum and Cultural Center and the city of Anaheim are teaming to help present the festival to inspire young artists.

The event will feature 50 arts and craft booths as well as musical performances, all to celebrate arts and engage local families. Food will be available for purchase.

— *Magda Liszewska*

IF YOU GO

When: 11 a.m.-3 p.m. May 21
Where: Pearson Park, 400 N. Harbor Blvd., Anaheim
Cost: Free
Information: museo.org

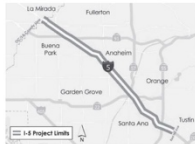


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- Fullerton Public Library, 333 W. Commonwealth Avenue, Fullerton, CA 92832
- Buena Park Public Library, 7150 La Palma Avenue, Buena Park, CA 90620
- OC Public Library, Heritage Park Regional Branch, 14361 Yale Avenue, Irvine, CA 92604
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North County Tribune, 1/2 Page Print Ad on 5/12

MAY 12, 2022

NORTH COUNTY NEWS-TRIBUNE SERVING FULLERTON, BREA, LA HABRA, PLACENTIA AND YORBA LINDA | NEWS 3

COOKING WITH JUDY

Wednesdays are fresh in Fullerton

Fun fact: Did you know that Fullerton's Wednesday Farmers Market was the first one in Orange County? It opened in August 1981.

"At that time it was on Orange Thorpe," recalled Anita Moreno of JM Citrus in Riverside, who manages the market with her husband, Jimmy. "People started realizing how big this trend is, and one opened in Costa Mesa and Pasadena, and it grew from there."

The market has changed locations several times but now is located behind the Fullerton Community Center on Commonwealth Avenue. "It's certified," added Anita, "meaning that everything is locally grown. The produce is picked here. Supermarket produce is brought in from different states, and they have to extend the shelf life."

JM Citrus grows avocados, grapefruits, lemons and oranges. Jimmy had me taste the red and white grapefruits. I bought both.

"The red has more antioxidants and is better for your immune system," he said. "The white is sweeter and better for your palate. It has the lowest acid of all the grapefruits."

"The navels are finishing in five weeks," he said. "Then the Valencia will start."

"It's a fallacy to say that Valencia are just for juice," he said. "Navels like cold and hot heat and have a thicker skin. You can freeze the juice up to a year with no sugar loss and no nutritional loss."

Navels are good to eat and you can juice them; Valencia are good to juice and can also be eaten.



COURTESY OF JUDY BART KANICGOR

These refrigerator-picked beets come from the bounty of vegetables and fruits found at the Wednesday Farmers Market in Fullerton.

The season for navels is November to May or June. Valencia start in May or June. "May 18 or the week after that," he said, "we will have cherries, grapes, peaches, plums and plums."

Beautiful strawberries caught my eye at Suarez Farms from Perris. I asked daughter of the owner, Luis Suarez, why supermarket strawberries can be so "woody."

"The ones you find in supermarkets have been picked a little before their time and spend time in warehouses and then be packaged," she explained. "These strawberries are at the peak of the season. We grow many varieties. They all grow at the same time, but some give more at one time than another."

"That day had Albia. "These are my favorites," she said. "They're smaller and juicier and always sweet."

I love Swiss chard, and both red and green were available.

"The flavor is similar, but the red stains the soup," Buenrostro said. "The green won't do that. It won't have you in a panic."

I couldn't resist the go-

geous Brussels sprouts, which she said are in season year-round. I like to cut them in half and roast them with a little oil, salt and pepper at 500 degrees for eight minutes.

I tried another of my favorites, fresh beets. I sauté the greens and roast the beets and pickle them. Those will last for weeks — well, if I do them out.

There is much to choose from at the market, which runs from 8:30 a.m. to 12:30 p.m. Wednesdays. Besides fresh fruit and vegetables, you'll find honey, plants, orchids, bread, freshly roasted peanuts and eggs.

Ha's Apple farm in Tehachapi, Kern County, sells chicken and duck eggs. "Our eggs are very fresh," Kwang Roe said. "We raise our own chickens and ducks to get eggs. We have 4,000 hens and 450 ducks."

Fullerton's Judy Bart Kanicgor is the author of "Cooking Jewish" and "The Perfect Passover Cookbook." Her website is cookingjewish.com.

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Public Scoping Notice

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line)
Notice of Public Scoping Meetings for an Environmental Impact Report
(EIR)/Environmental Assessment (EA) and Availability of Notice of Preparation for an EIR

WHAT'S BEING PLANNED?

The California Department of Transportation (Caltrans) is proposing managed lanes improvements in both directions on Interstate (I) 5 from Red Hill Avenue (PM 29.1) to the Orange County Line (PM 44.4) and Los Angeles County Line (PM 0.0) to the City of La Mirada (PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and the existing High Occupancy Vehicle (HOV) lanes within the project limits to address capacity and operational deficiencies. The proposed modifications would improve the overall movement of people and goods along this section of I-5. Four preliminary alternatives, including three Build and the No Build Alternative are under consideration.

WHY THIS PUBLIC NOTICE?

Caltrans is initiating environmental and engineering studies for this project. We are engaging in a scoping process to consider input from the public, resource agencies, and stakeholders on the depth and breadth of issues that should be addressed in the environmental document. In-person and virtual public scoping meetings will be held to inform you about the project, and to give you an opportunity to provide comments or concerns. Your comments during the scoping period will become part of the public record and will be considered in developing the environmental document and defining the project scope. A purpose and need statement for the project, preliminary alternative concepts, an overview of the environmental process, schedule, and other information will be available for viewing at these meetings.

WHAT'S AVAILABLE?

The Notice of Preparation and additional project materials will be available for public review and comment at <https://dot.ca.gov/caltrans>. <https://dot.ca.gov/caltrans>. The NOP will also be available at the following locations for viewing:

- Caltrans District 12, 1750 E. 4th St., #100, Santa Ana, CA 92705
- Tustin Library, 345 E. Main Street, Tustin, CA 92780
- Santa Ana Main Library, 26 Civic Plaza, Santa Ana, CA 92701
- Orange Main Library, 407 E. Chapman Avenue, Orange, CA 92666
- Anaheim Central Library, 500 W. Broadway, Anaheim, CA 92805
- Fullerton Public Library, 353 W. Commonwealth Avenue, Fullerton, CA 92832
- Buena Park Public Library, 7150 La Palma Avenue, Buena Park, CA 90620
- OC Public Library, Heritage Park Regional Branch, 14361 Yale Avenue, Irvine, CA 92604

WHERE YOU COME IN?

Comments may be submitted during the public scoping period (May 9, 2022-June 8, 2022) in any of the following formats:

- Online comment form at the Caltrans website: <https://dot.ca.gov/caltrans>
- Project email to I-5ManagedLanesProject@dot.ca.gov with the subject line: "I-5 Managed Lanes Project"
- Regular mail to Jayna Horns, Associate Senior Environmental Planner, 20 Executive Park, Suite 200, Irvine, CA 92614.
- Court reporter during our scoping meetings.

Please submit your comments no later than 5:00PM on Tuesday, June 8, 2022.

WHEN AND WHERE?

The in-person public scoping meeting will take place at:
Location: Downtown Anaheim Convention Center, 250 E. Center Street, Anaheim, CA 92805
Date: Tuesday, May 24, 2022
Time: 5:30 to 7:30 p.m.

The virtual public scoping meeting will take place at:
Location: via Zoom at <https://dot.ca.gov/caltrans>
Date: Thursday, May 26, 2022
Time: 5:30 to 7:30 p.m.

CONTACT?

To request alternative accommodations for accessing project information or for attending public scoping meetings please contact the Caltrans District 12 Public Information Office at (657) 328-6000. TDD users may contact the California Relay Service line at 1 (800) 735-2929 or Voice line at 1 (800) 735-2922. Requests for alternative accommodations to attend scoping meetings must be made 15 days prior to the scoping meeting.

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I-5 MANAGED LANES PROJECT

(SR-55 TO OC/LA COUNTY LINE)



PLEASE SIGN IN SCOPING MEETING: MAY 24, 2022 | 5:30 – 7:30 P.M.

PLEASE PRINT

NAME	ADDRESS	ZIP CODE	EMAIL FOR PROJECT UPDATES	ORGANIZATION/BUSINESS
DAVID WOO	765 THE CITY DPS	92868	woo@arceinc.com	

HOW DID YOU HEAR ABOUT THIS MEETING? Email Direct Mail Social Media Newspaper Flyer Word of Mouth
 WHAT IS THE BEST WAY TO PROVIDE INFORMATION TO YOU? Email Direct Mail Social Media Newspaper

NAME	ADDRESS	ZIP CODE	EMAIL FOR PROJECT UPDATES	ORGANIZATION/BUSINESS
Ramon Fernandez	2054 W. Esplanade	92801	(714) 443 9262	

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 WHAT IS THE BEST WAY TO PROVIDE INFORMATION TO YOU? Email Direct Mail Social Media Newspaper

NAME	ADDRESS	ZIP CODE	EMAIL FOR PROJECT UPDATES	ORGANIZATION/BUSINESS
Liz Marineros		92870	emarineros@mhmedia.com	MSI

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 WHAT IS THE BEST WAY TO PROVIDE INFORMATION TO YOU? Email Direct Mail Social Media Newspaper

NAME	ADDRESS	ZIP CODE	EMAIL FOR PROJECT UPDATES	ORGANIZATION/BUSINESS

HOW DID YOU HEAR ABOUT THIS MEETING? Email Direct Mail Social Media Newspaper Flyer Word of Mouth
 WHAT IS THE BEST WAY TO PROVIDE INFORMATION TO YOU? Email Direct Mail Social Media Newspaper

I-5 MANAGED LANES PROJECT (SR-55 TO OC/LA COUNTY LINE)



PLEASE SIGN IN SCOPING MEETING: MAY 24, 2022 | 5:30 – 7:30 P.M.

PLEASE PRINT

PLACE BUSINESS CARD HERE


NOTES:

(3)

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civil technologies.**

Jamal Salman, PE
Principal

6 Hutton Centre Drive, Suite 450
Santa Ana, CA 92707
O: (714) 253-3647
C: (714) 642-4380
jsalman@advancedciviltech.com



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WHAT IS THE BEST WAY TO PROVIDE INFORMATION TO YOU?

- Email Direct Mail Social Media Newspaper



Local Government Tribal Consultation List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2*

General Plan (SB 18) - *Per Government Code § 65352.3.*

Local Action Type:

General Plan

General Plan Element

General Plan Amendment

Specific Plan

Specific Plan Amendment

Pre-planning Outreach Activity

Required Information

Project Title: I-5 Managed Lanes Project (Red Hill Ave to LA County)

Local Government/Lead Agency: Caltrans District 12

Contact Person: Jonathan Wright

Street Address: 1750 E 4th Street

City: Santa Ana

Zip: 92705

Phone: jonathan.wright@dot.ca.gov

Fax: _____

Email: (657)-328-6167

Specific Area Subject to Proposed Action

County: Orange County (partial Los Angeles County)

City/Community: Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, La Mirada

Project Description:

The improvements would modify the existing High Occupancy Vehicle (HOV) lanes within the project limits to address capacity and operational deficiencies.

Additional Request

Sacred Lands File Search - *Required Information:*

USGS Quadrangle Name(s): Whittier, Los Alamitos, Anaheim, Orange, Tustin

Township/Range/Section:

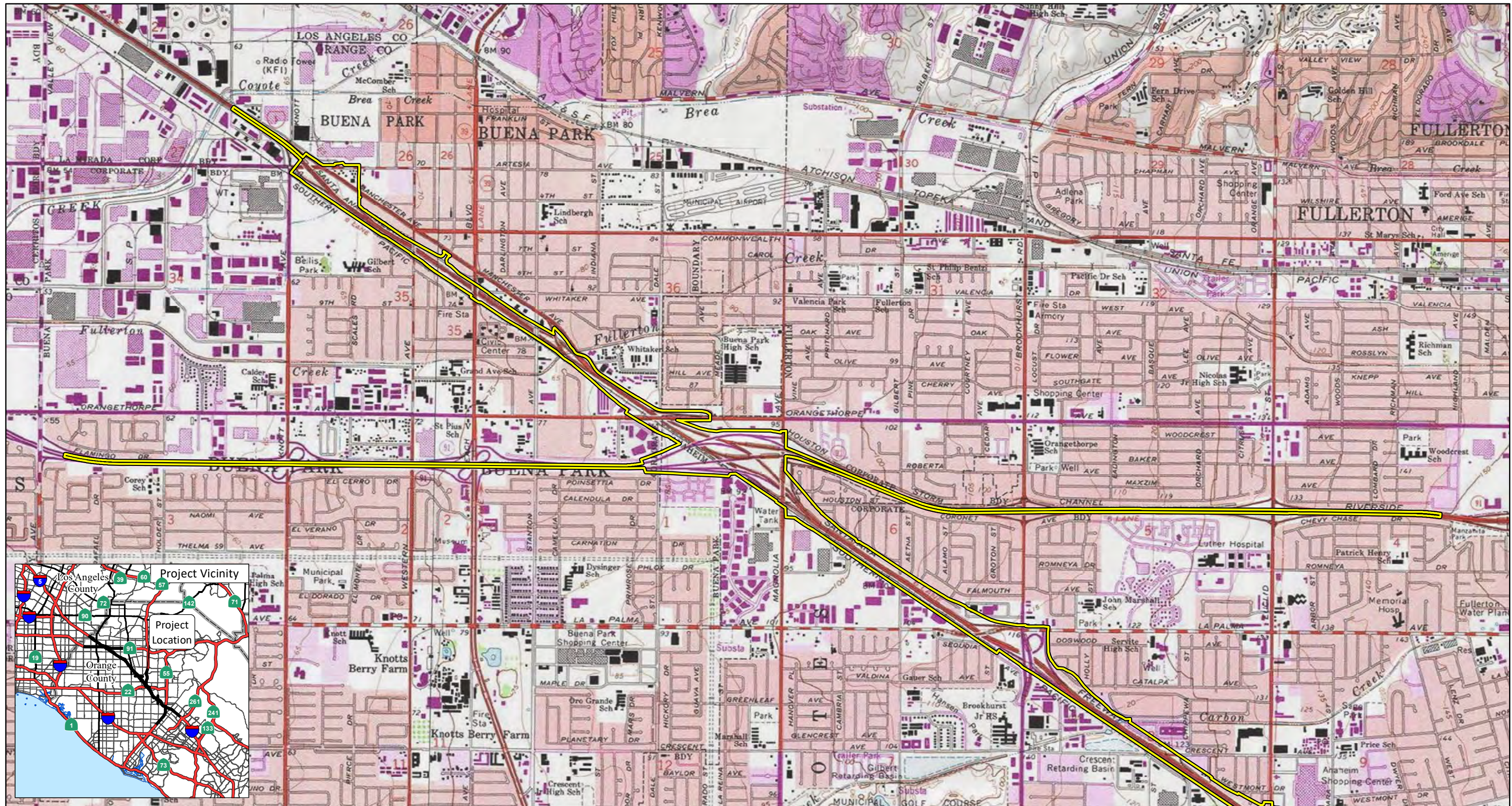
T3S, R11W, S26, 27, 34, 35, 36

T4S, R10W, S04, 05, 06, 07, 08, 09, 15, 16, 22, 23, 24, 25, 26, 27, 36

T4S, R11W, S01, 02, 03

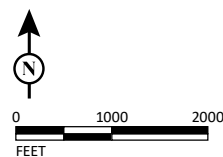
T5S, R9W, S05, 06, 07, 08, 15, 16, 17, 20, 21, 22, 29, 30

T5S, R10W, S01



LEGEND

 Project Location



SOURCE: USGS 7.5' Quad - Whittier (1981), Los Alamitos (1981), Anaheim (1981), Orange (1981), Tustin (1981), CA
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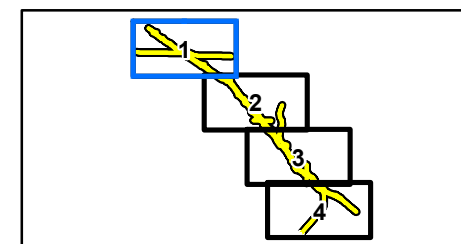
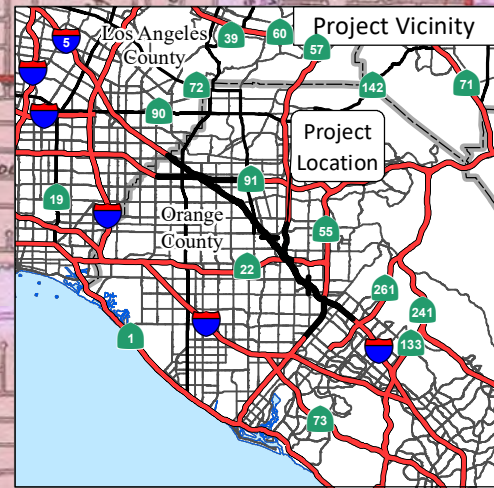
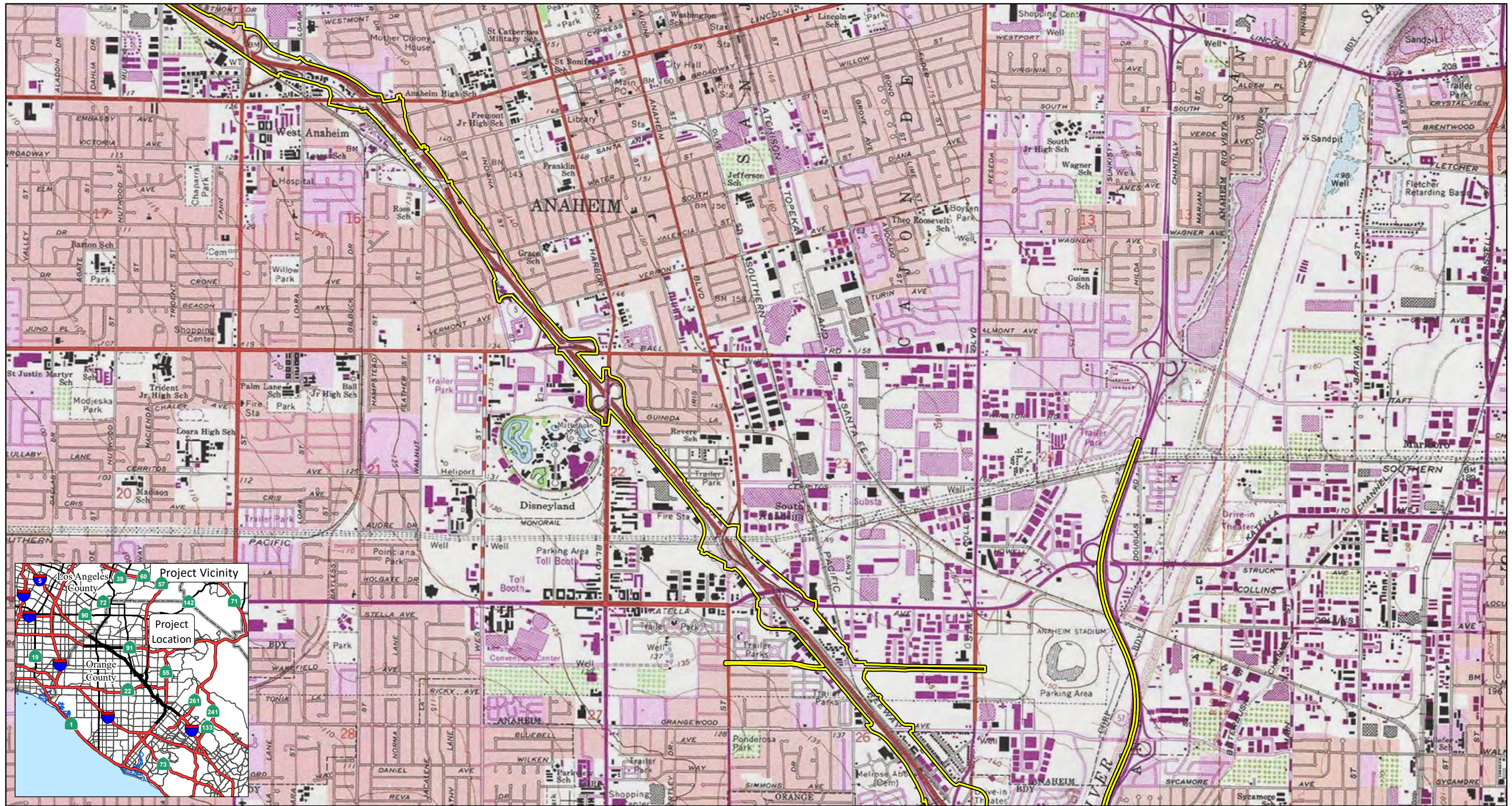


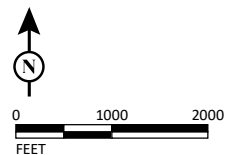
FIGURE 1
 Sheet 1 of 4

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Location and Vicinity
 EA No. 00950



LEGEND

 Project Location



SOURCE: USGS 7.5' Quad - Whittier (1981), Los Alamitos (1981), Anaheim (1981), Orange (1981), Tustin (1981), CA
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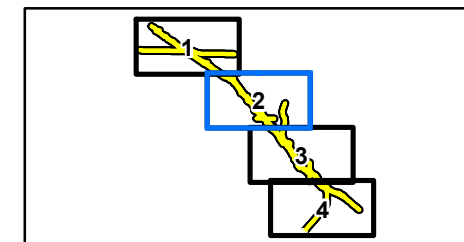
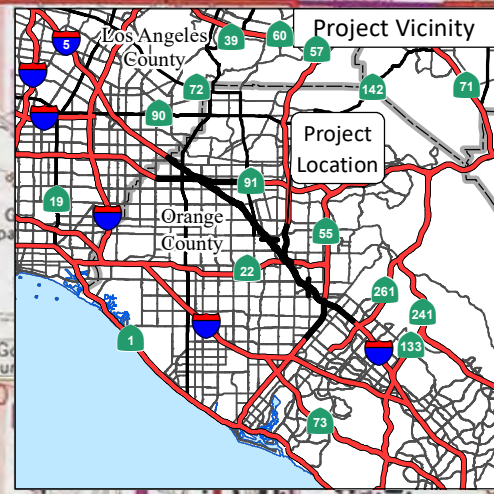
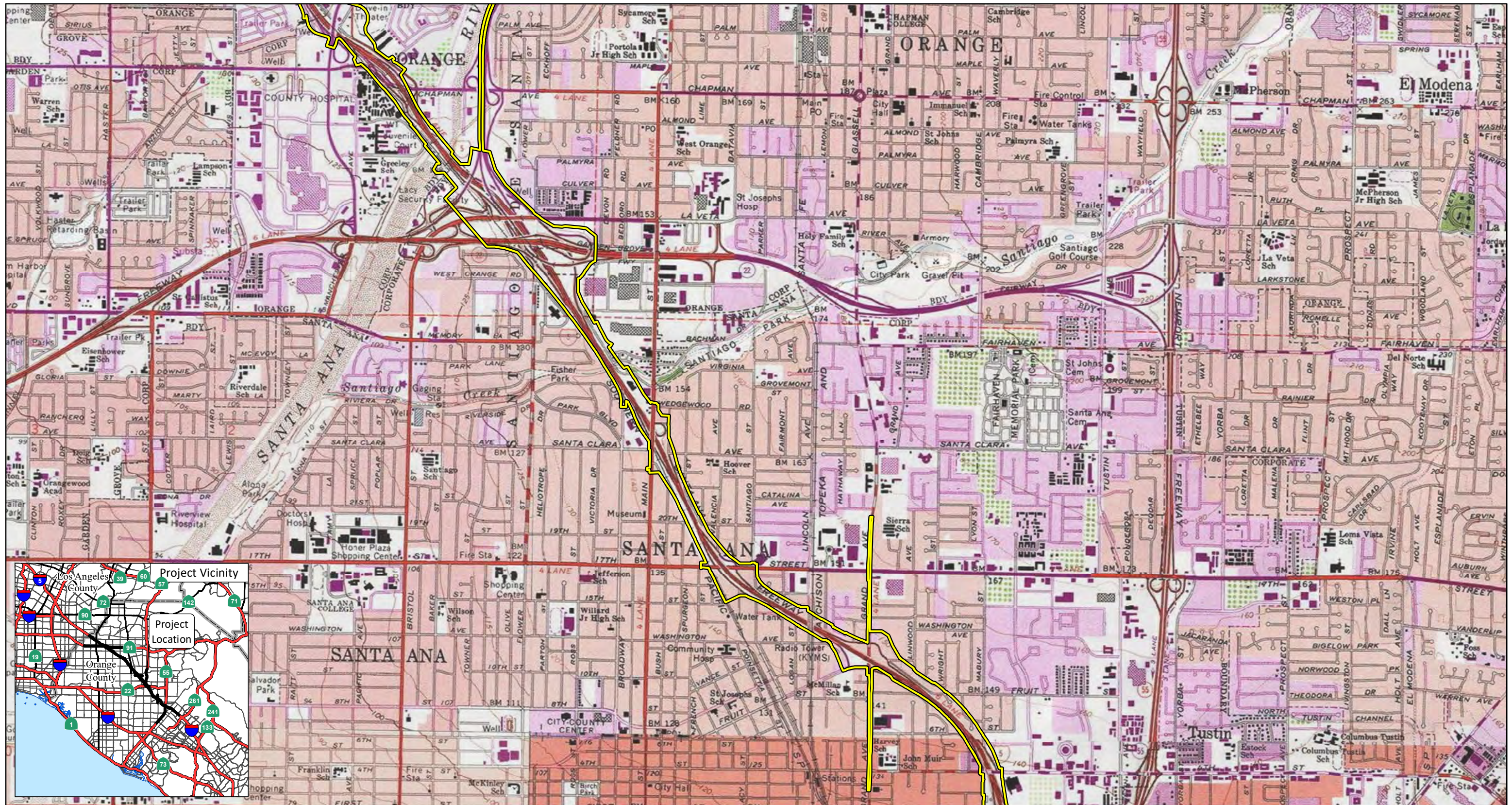


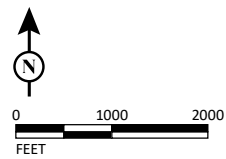
FIGURE 1
 Sheet 2 of 4

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Location and Vicinity
 EA No. 00950



LEGEND

 Project Location



SOURCE: USGS 7.5' Quad - Whittier (1981), Los Alamitos (1981), Anaheim (1981), Orange (1981), Tustin (1981), CA

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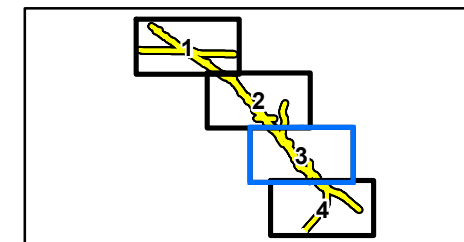
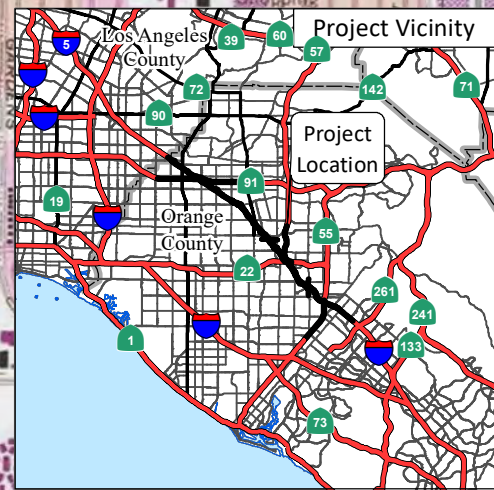
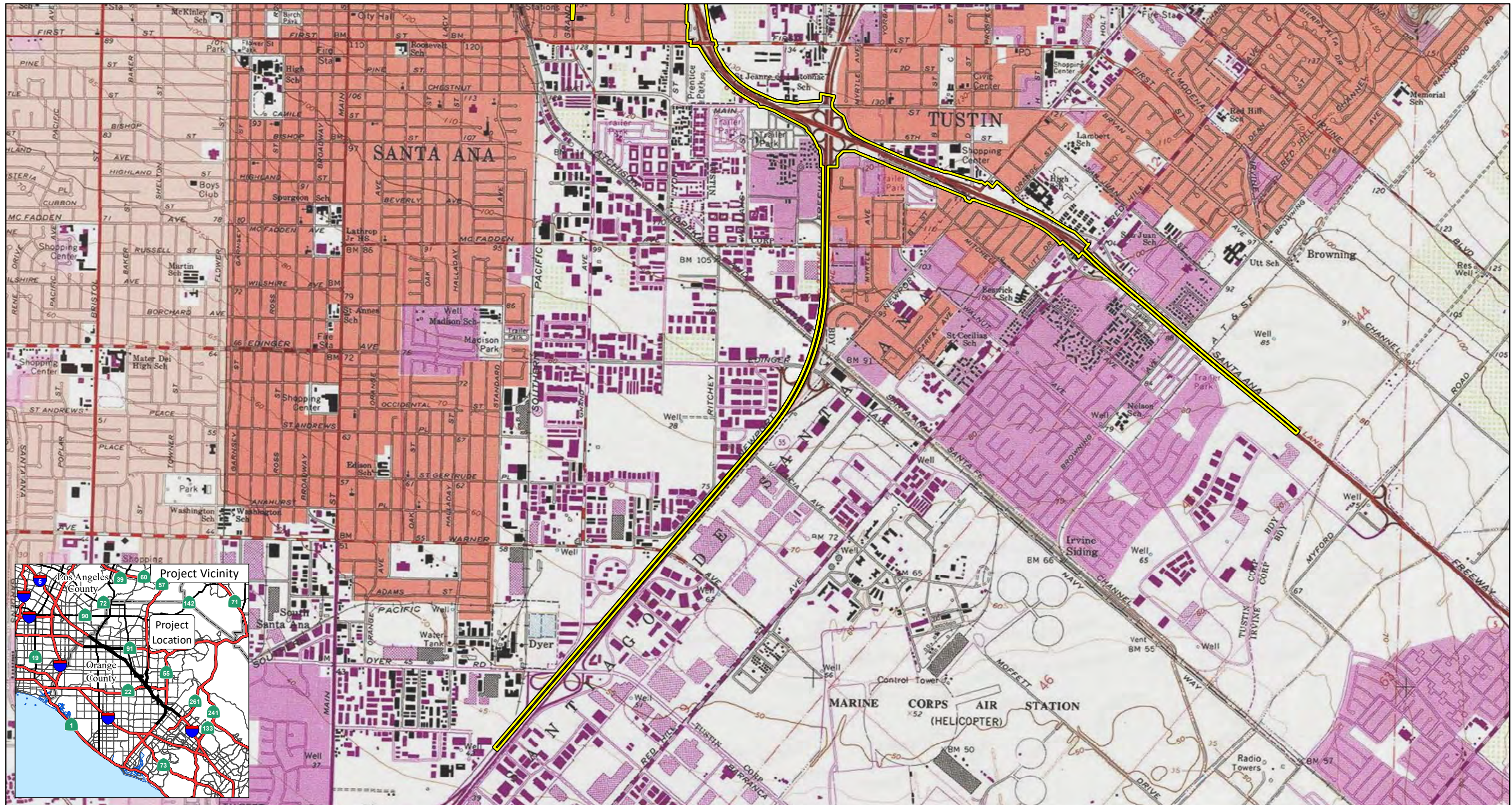


FIGURE 1
Sheet 3 of 4

I-5 Managed Lanes Project
(SR-55 to Orange County/Los Angeles County Line)

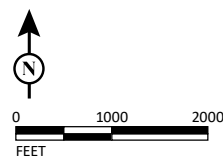
Project Location and Vicinity

EA No. 00950



LEGEND

 Project Location



SOURCE: USGS 7.5' Quad - Whittier (1981), Los Alamitos (1981), Anaheim (1981), Orange (1981), Tustin (1981), CA
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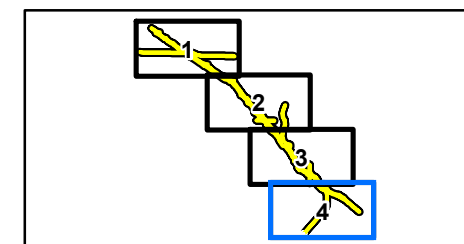


FIGURE 1
 Sheet 4 of 4

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Location and Vicinity
 EA No. 00950

NATIVE AMERICAN HERITAGE COMMISSION

August 15, 2022

Jonathan Wright
Caltrans District 12

Via Email to: jonathan.wright@dot.ca.gov

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, I-5 Managed Lanes (Red Hill Ave to LA County) Project, Los Angeles, Orange Counties

Dear Mr. Wright:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
William Hungary
Paiute/White Mountain
Apache

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
Los Angeles, Orange Counties
8/15/2022**

**Campo Band of Diegueno
Mission Indians**

Ralph Goff, Chairperson
36190 Church Road, Suite 1 Diegueno
Campo, CA, 91906
Phone: (619) 478 - 9046
Fax: (619) 478-5818
rgoff@campo-nsn.gov

**Gabrielino Tongva Indians of
California Tribal Council**

Christina Conley, Tribal
Consultant and Administrator
P.O. Box 941078 Gabrielino
Simi Valley, CA, 93094
Phone: (626) 407 - 8761
christina.marsden@alumni.usc.edu

**Ewiiapaayp Band of Kumeyaay
Indians**

Michael Garcia, Vice Chairperson
4054 Willows Road Diegueno
Alpine, CA, 91901
Phone: (619) 933 - 2200
Fax: (619) 445-9126
michaelg@leaningrock.net

**Gabrielino Tongva Indians of
California Tribal Council**

Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

**Ewiiapaayp Band of Kumeyaay
Indians**

Robert Pinto, Chairperson
4054 Willows Road Diegueno
Alpine, CA, 91901
Phone: (619) 368 - 4382
Fax: (619) 445-9126
ceo@ebki-nsn.gov

Gabrielino-Tongva Tribe

Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

**Gabrieleno Band of Mission
Indians - Kizh Nation**

Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

**Juaneno Band of Mission
Indians Acjachemen Nation -
Belardes**

Matias Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capistrano, CA, 92675
Phone: (949) 293 - 8522
kaamalam@gmail.com

**Gabrieleno/Tongva San Gabriel
Band of Mission Indians**

Anthony Morales, Chairperson
P.O. Box 693 Gabrielino
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

**Juaneno Band of Mission
Indians Acjachemen Nation 84A**

Heidi Lucero, Chairperson
31411-A La Matanza Street Juaneno
San Juan Capistrano, CA, 92675
Phone: (562) 879 - 2884
hllucero105@gmail.com

Gabrielino /Tongva Nation

Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

**La Posta Band of Diegueno
Mission Indians**

Gwendolyn Parada, Chairperson
8 Crestwood Road Diegueno
Boulevard, CA, 91905
Phone: (619) 478 - 2113
Fax: (619) 478-2125
LP13boots@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed I-5 Managed Lanes (Red Hill Ave to LA County) Project, Los Angeles, Orange Counties.

**Native American Heritage Commission
Tribal Consultation List
Los Angeles, Orange Counties
8/15/2022**

**La Posta Band of Diegueno
Mission Indians**

Javaughn Miller, Tribal
Administrator
8 Crestwood Road Diegueno
Boulevard, CA, 91905
Phone: (619) 478 - 2113
Fax: (619) 478-2125
jmiller@LPtribe.net

**Soboba Band of Luiseno
Indians**

Isaiah Vivanco, Chairperson
P. O. Box 487 Cahuilla
San Jacinto, CA, 92581 Luiseno
Phone: (951) 654 - 5544
Fax: (951) 654-4198
ivivanco@soboba-nsn.gov

**Manzanita Band of Kumeyaay
Nation**

Angela Elliott Santos, Chairperson
P.O. Box 1302 Diegueno
Boulevard, CA, 91905
Phone: (619) 766 - 4930
Fax: (619) 766-4957

**Soboba Band of Luiseno
Indians**

Joseph Ontiveros, Cultural
Resource Department
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Mission Indians**

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This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed I-5 Managed Lanes (Red Hill Ave to LA County) Project, Los Angeles, Orange Counties.

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SHPO Concurrence - **PENDING**

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TRANSPORTATION CONFORMITY WORKING GROUP

Meeting Minutes

January 24, 2023

10:00 a.m. – 12:00 p.m.

The meeting was held via Zoom teleconference. A digital recording of the meeting is available for listening in SCAG's office.

Attendee List

SCAG Staff:

Asuncion, John
Barajas, Agustin
Ekman, Annaleigh
Gutierrez, Pablo
Heredia-Melchor, Sergio
Jimenez, Diego
Lo, Nancy
Luo, Rongsheng
Sangkapichai, Mana
Sun, Lijin

Via Teleconference:

Bade, Rabindra
Bagde, Abhijit
Becha, Karishma
Brock, Caleb
Brugger, Ron
Cacatian, Ben
Carpio, Wellvin
Dorantes, Michael
Espinoza Araiza, Erika
Garcia, Ismael
Garfio, Angel
Hendrawan, Kevin
Huddleston, Lori
Kahrs, Jacqueline
Kalandiyur, Nesamani
Lau, Charles
Lay, Keith
Ledezma, Andrew
Maggioncalda, Emma
Marroquin, Nancy
Masters, Martha
Miranda, Jude
Moran, Nohemi
Morris, Michael
Nord, Greg
O'Connor, Karina
Odufalu, Olufemi
Pittenger, Patrick
Richmai, Michael
Silverman, Sam
Sutherland, Anders
Vaca, Erika
Vidaure, Louis
Wong, Alison
Yoon, Andrew

Caltrans District 12
Caltrans Headquarters
Caltrans Headquarters
Caltrans District 7
LSA
Ventura County APCD
LA Metro
EPA
Caltrans Headquarters
ICAPCD
OCTA
ARB
LA Metro
Caltrans Headquarters
ARB
Caltrans District 7
ICF
EPA
Caltrans Headquarters
LA Metro
RCTC
Caltrans District 12
SBCTA
FHWA
OCTA
US EPA Region 9
Caltrans District 8
FHWA
LA Metro
Terry A Hayes Associate
Terry A Hayes Associate
Caltrans Headquarters
SBCTA
Caltrans District 7
Caltrans District 7



TRANSPORTATION CONFORMITY WORKING GROUP

MEETING SUMMARY

1. CALL TO ORDER AND SELF-INTRODUCTIONS

Andrew Yoon, TCWG Chair, called the meeting to order at 10:03 a.m.

2. PUBLIC COMMENT PERIOD

None.

3. CONSENT CALENDAR

- 3.1. December 6, 2022 TCWG Meeting Minutes
The meeting minutes were approved.

4. INFORMATION ITEMS

Joseph Vaughn, a former FHWA representative on TCWG, recently retired from the FHWA. TCWG Chair and staff acknowledged and thanked Joseph for his years of dedicated participation in and contribution to the TCWG, and welcomed Patrick Pittenger, the Planning and Air Quality Team Leader for the FHWA – California Division, as a co-FHWA representative with Michael Morris.

4.1. Review of PM Hot Spot Interagency Review Form

- ORA210604: It was determined that this project is not a project of air quality concern.

4.2. Review of Project Regional Significance Determination Request

- It was determined that this project is not regionally significant because the project is already included as part of SCAG's travel demand model, and the project will not have a substantial impact on traffic (Caltrans Headquarters concurrence was received via email after the meeting).

4.3. RTP Update

Nancy Lo, SCAG, reported the following:

- On January 6, 2023, SCAG released the Draft Connect SoCal 2020 Amendment No. 3 including the Draft 2023 FTIP Consistency Amendment #23-03 and the associated Draft transportation conformity analysis for a 30-day public review and comment period, which would end on February 5, 2023 at 5 p.m.
- One public hearing was held on January 17, 2023. No comments were received at the public hearing.
- After close of the public review and comment period, SCAG staff would review and respond to public comments received and include the responses as part of the Proposed Final Connect SoCal 2020 Amendment No. 3.
- Staff anticipated presenting the Proposed Final Connect SoCal 2020 Amendment No. 3 to SCAG's Regional Council (RC) for adoption in April or May 2023 and federal approval anticipated in June 2023.

In response to a question from Patrick Pittenger, FHWA, it was clarified that SCAG staff would wait for the EPA approval of the updated Coachella ozone conformity budgets before seeking RC adoption of the Proposed Final Connect SoCal Amendment No. 3 including the 2023 FTIP Consistency Amendment and the transportation conformity analysis.

4.4. FTIP Update

John Asuncion, SCAG, reported the following:

- The Draft 2023 FTIP Consistency Amendment #23-03 was included as part of the Draft Connect SoCal 2020 Amendment No. 3 document and followed the same schedule as reported under Item 4.3.
- Staff expected federal approval of 2023 FTIP Amendment #23-01 by the end of January 2023.



TRANSPORTATION CONFORMITY WORKING GROUP

Erika Espinoza Araiza, Caltrans Headquarters, indicated that Caltrans now conducts Quality Assurance Reviews of the air quality conformity analyses for any amendments that require a new conformity determination. Caltrans could not begin the Quality Assurance Review for Connect SoCal 2020 Amendment No. 3 until SCAG is out of the regional conformity lockdown or until SCAG could meet the regional conformity requirements using EMFAC2021. To conduct their Quality Assurance Review, Caltrans would need the conformity analysis documentation along with a completed conformity analysis documentation checklist for MPOs' TIPs and RTPs.

In response to a comment from Jacqueline Kahrs, Caltrans Headquarters, Rongsheng Luo, SCAG, confirmed that the checklist would be included and submitted as part of the regional conformity analysis documentation.

4.5. Status Update on Regional Transportation Conformity Lockdown

Rongsheng Lou, SCAG, reported the following:

- Since the December 2022 TCWG meeting, significant process had been made in the two critical actions needed to resolve the regional transportation conformity lockdown, as well as in amendments to SCAG's RTP and FTIP to minimize the lockdown impacts.
- First, ARB's new emission model, EMFAC2021, was approved by EPA in November 2022. As previously reported, the new model significantly, though not fully, addresses the regional conformity lockdown.
- On the other essential action to fully resolve the lockdown, the South Coast AQMD and ARB had expeditiously completed their joint development and respective adoptions of an air plan with updated Coachella Valley ozone budgets. The air plan and the updated Coachella Valley ozone budgets had been subsequently submitted to EPA for their final review and approval.
- EPA released the updated Coachella Valley ozone budgets on 12/21/2022, 10 days ahead of their originally indicated schedule, for a 30-day public review and comment period which concluded on 1/20/2023.
- In SCAG's proactive RTP and FTIP amendments to minimize the impact of the conformity lockdown, the draft amendments document was under a 30-day public review as reported under Items 4.3 and 4.4.
- If everything would go well as anticipated, SCAG's RC adoption of the Proposed Final Connect SoCal 2020 Amendment No. 3 and 2023 FTIP Consistency Amendment #23-03 including the transportation conformity analysis could occur in early April 2023 instead of May, and federal approval anticipated within a month or two after the RC adoption.
- Staff noted that RC adoption would require EPA's prior approval of the updated Coachella Valley ozone budgets.

4.6. EPA Update

Karina O'Connor, EPA, reported the following:

Updated Coachella Valley Ozone Budgets:

- The updated budgets were posted for public review in December 2022. The public comment period closed on 1/20/2023. No comments were received.
- EPA published the proposed approval of the Coachella Valley air plan with updated ozone budgets to reclassify the Coachella Valley ozone nonattainment area from "Severe-15" to "Extreme" for the 2008 ozone NAAQS in the Federal Register on 1/11/2023 for a 30-day public review and comment period, which would close on 2/10/2023.
- EPA was on track of completing both actions in March 2023, pending any public comments on the proposed bump-up request.

In response to a question from Rongsheng Luo, SCAG, Karina clarified that EPA must complete the "bump-up" process first before the adequacy review process could be completed. In addition, it was not possible for EPA to predict how long it would take the Federal Register's Office to publish a notice.



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Highway Sanction Clocks:

- Highway sanction clocks are triggered when there is a SIP disapproval or non-submittal of a required SIP.
- EPA must receive a new SIP submittal that corrects the deficiencies then publish proposed and final actions to turn off highway sanction clocks.
- If the underlying deficiencies are not fully resolved, highway sanctions are imposed in 24 months from the start date of highway sanction clock.

Lijin Sun, SCAG, noted the 1996 FHWA's Final Policy Statement on "Exemption Criteria Policy for Highway Sanctions" in the Federal Register which could be found at: <https://www.govinfo.gov/content/pkg/FR-1996-04-01/pdf/96-7821.pdf>.

Status Update on EPA Concurrence of the OCTA 2nd/Two Transit TCM Substitution:

- It was expected that EPA's concurrence letter would be ready by the end of January 2023.

4.7. ARB Update

Nesamani Kalandiyur, ARB, reported the following:

- The 2015 federal 8-hour ozone standard of 70 ppb state implementation plans including motor vehicle emission budgets for the South Coast Air Basin, Coachella Valley, and Ventura County would be considered by ARB Board for adoption at its meeting on January 26, 2023.
- EMFAC2021 adjustment factors to account for emissions reductions from ARB's Heavy-Duty Inspection and Maintenance Program were under development. ARB staff had met with EPA staff to discuss the technical methodologies and assumptions used to develop the adjustment factors and would continue to meet with EPA. In the meantime, a draft transmittal letter to EPA had been prepared and was under review with ARB management.

In response to Rongsheng Luo, SCAG, Karina O'Conner, EPA, indicated that EPA staff would develop a list of questions for ARB on their assumptions for the emissions reduction estimates. In addition, EPA was proceeding cautiously in their review of the adjustment factors from the Heavy-Duty Inspection and Maintenance Program. The Program was new and had potential implications on other states nationwide. EPA would still need to go through a process to review the Program for approval. The Program was also significant due to the significant amount of emissions reduction. There had been no SIP or SIP budget including those emissions reductions that EPA had acted on.

4.8. Air Districts Updates

- 4.8.1. Status Update on EPA Final Disapproval of AVAQMD Rule 315 and Final Action to Find Failure to Submit Contingency Measures for the 2008 8-Hour Ozone NAAQS for Antelope Valley Portion of West Mojave Desert Ozone Nonattainment Area
No representatives present to provide an update.
- 4.8.2. Status Update on EPA Final Limited Disapproval of MDAQMD Rule 1160; Final Disapproval of MDAQMD Rule 315; Final Action to Find Failure to Submit Contingency Measures for the 2008 8-Hour Ozone NAAQS for San Bernardino County Portion of West Mojave Desert Ozone Nonattainment Area; and Proposed Limited Disapproval of MDAQMD Rules 1301, 1302, 1303, 1304, and 1305
No representatives present to provide an update.
- 4.8.3. Status Update on EPA Proposed Limited Disapproval of SCAQMD Rules 1106, 1106.1, and 1107; Final Limited Disapproval of SCAQMD Rule 1118; Final Limited Disapproval of Reasonable



TRANSPORTATION CONFORMITY WORKING GROUP

Available Control Technology Demonstrations for Sources Covered by the EPA's 2016 Oil and Gas Control Techniques Guidelines for SCAQMD; Final Action to Find Failure to Submit Contingency Measures for the 2008 8-Hour Ozone NAAQS for Coachella Valley Ozone Nonattainment Area

Lijin Sun, SCAG, reported on behalf of South Coast AQMD:

EPA Proposed Limited Disapproval of SCAQMD Rules 1106, 1106.1, and 1107 and EPA Final Limited Disapproval of SCAQMD Rule 1118:

- South Coast AQMD completed its public processes for addressing deficiencies identified in two out of four EPA's SIP disapprovals affecting the South Coast AQMD jurisdiction.
- The amended Rules 1106, 1106.1, 1107, and 1118, which were expected to fully resolve the deficiencies, were adopted by the South Coast AQMD Governing Board at its meeting on January 6, 2023.
- The amended rules would be submitted to EPA for approval.
- EPA approval is required before the highway sanction clocks are turned off.

EPA Final Limited Disapproval of Reasonable Available Control Technology Demonstrations for Sources Covered by the EPA's 2016 Oil and Gas Control Techniques Guidelines for SCAQMD:

- This limited disapproval concerns the South Coast AQMD Rules 463 and 1178.
- The public processes for developing amendments to these rules are ongoing. A public workshop to discuss proposed amendments to the rules was scheduled for February 2023.

Finding of Failure to Submit Contingency Measures for the 2008 8-Hour Ozone NAAQS:

- The same status as reported at the December 6, 2022 TCWG meeting.
- South Coast AQMD was still waiting for EPA's guidance.
- Once EPA's guidance becomes available, South Coast AQMD staff would begin its public process to develop measures. The public process would take at least 18 months to complete before adopting and submitting contingency measures to EPA for approval to turn off the highway sanction clock.

4.8.4. Status Update on EPA Final Limited Disapproval of Reasonable Available Control Technology Demonstrations for Sources Covered by the EPA's 2016 Oil and Gas Control Techniques Guidelines for VCAPCD

Ben Cacatian, Ventura County AQMD, reported the following:

- There were no updates on the rule revisions efforts to report at this item.
- Ventura County APCD was aware of the highway sanction clock which had already started in October 2022 and aimed to address the underlying deficiencies identified in EPA final limited disapproval by April 2024.

5. INFORMATION SHARING

Patrick Pittenger, FHWA, acknowledged the receipt of SCAG's 2023 FTIP Amendment #23-01 and expected to complete FHWA review by Friday, January 27, 2023.

6. ADJOURNMENT

The next meeting of the TCWG will be held on Tuesday, February 28, 2023 via teleconference and Zoom meeting only. Please submit PM Hot Spot Analysis Interagency Review Forms for the next meeting to Lijin Sun, sunl@scag.ca.gov, by Tuesday, February 21, 2023.

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DEPARTMENT OF TRANSPORTATION

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Making Conservation
A California Way of Life.

November 9, 2022

Juan Lopez, Park Inspections Supervisor
City of Santa Ana
Parks, Recreation, and Community Services Agency
20 Civic Center Plaza
Santa Ana, CA 92701

Dear Mr. Lopez,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – William Eldridge Park

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, William Eldridge Park. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 303) declares that “[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” De minimis impacts to a Section 4(f) resource are defined as those project impacts that do not adversely affect the activities, features, and attributes that qualify the

property for protection under the requirements of Section 4(f). Accordingly, a Preliminary Section 4(f) de minimis determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project's potential effects on the resources, and describe measures to minimize harm to the affected resources.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments'

(SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

William Eldridge Park is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area.

William Eldridge Park is located immediately adjacent to and west of the I-5/SR-22 junction and is owned by the City of Santa Ana. William Eldridge Park also accommodates the use of its facilities by the general public. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the city of Santa Ana, effects to the park would be considered a de minimis impact per 23 Code of Federal Regulations 774. De minimis impacts on publicly owned parks and recreational facilities are defined as impacts that do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f).

Further consultation and approval from the City of Santa Ana is necessary to confirm a de minimis impact finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence in Fall 2023 for this de minimis determination.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (657) 328-6151 or via email at smita.deshpande@dot.ca.gov.

Sincerely,



Alben Phung for

SMITA DESHPANDE

Branch Chief

Division of Environmental Analysis – Generalist Branch

Attachment: Figure 1

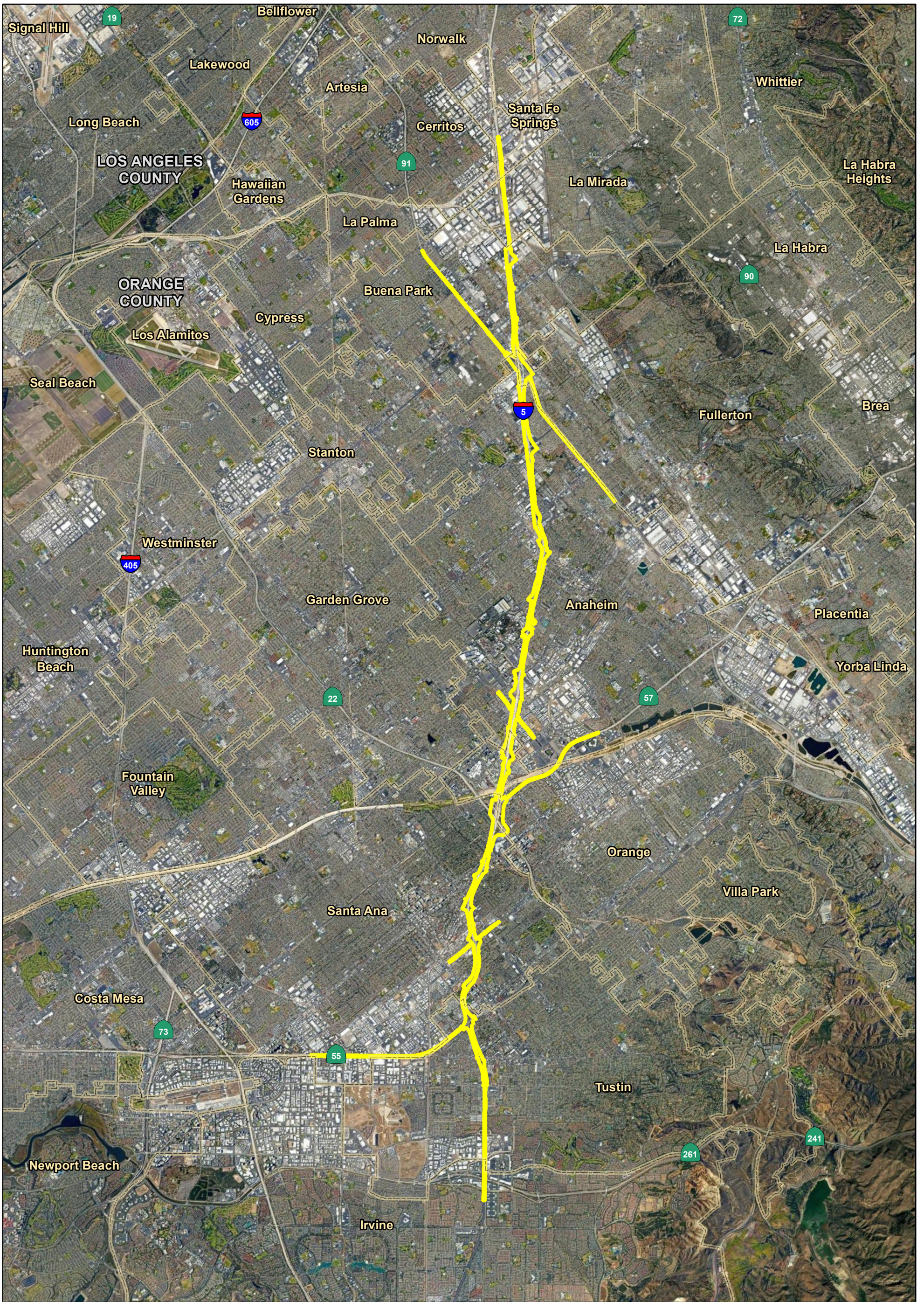
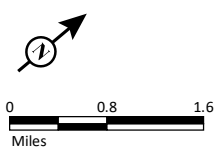


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

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Making Conservation
A California Way of Life.

November 9, 2022

Juan Lopez, Park Inspections Supervisor
City of Santa Ana
Parks, Recreation, and Community Services Agency
20 Civic Center Plaza
Santa Ana, CA 92701

Dear Mr. Lopez,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Saddleback View Park

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Saddleback View Park. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 303) declares that “[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” De minimis impacts to a Section 4(f) resource are defined as those project impacts that do not adversely affect the activities, features, and attributes that qualify the

property for protection under the requirements of Section 4(f). Accordingly, a Preliminary Section 4(f) de minimis determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project's potential effects on the resources, and describe measures to minimize harm to the affected resources.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments'

(SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Saddleback View Park is subject to protection under the provisions of Section 4(f) due to its location near the project, and its land use classification as a publicly owned recreational area.

Saddleback View Park is located immediately adjacent to and south of I-5 and east of Grand Avenue, and is owned by the City of Santa Ana. Saddleback

View Park also accommodates the use of its facilities by the general public. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the city of Santa Ana, effects to the park would be considered a de minimis impact per 23 Code of Federal Regulations 774. De minimis impacts on publicly owned parks and recreational facilities are defined as impacts that do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f).

Further consultation and concurrence from the City of Santa Ana is necessary to confirm a de minimis impact finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence in Fall 2023 for this de minimis determination.

Should you have any questions about the process, or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (657) 328-6151 or via email at smita.deshpande@dot.ca.gov.

Sincerely,



Alben Phung for

SMITA DESHPANDE

Branch Chief

Division of Environmental Analysis – Generalist Branch

Attachment: Figure 1

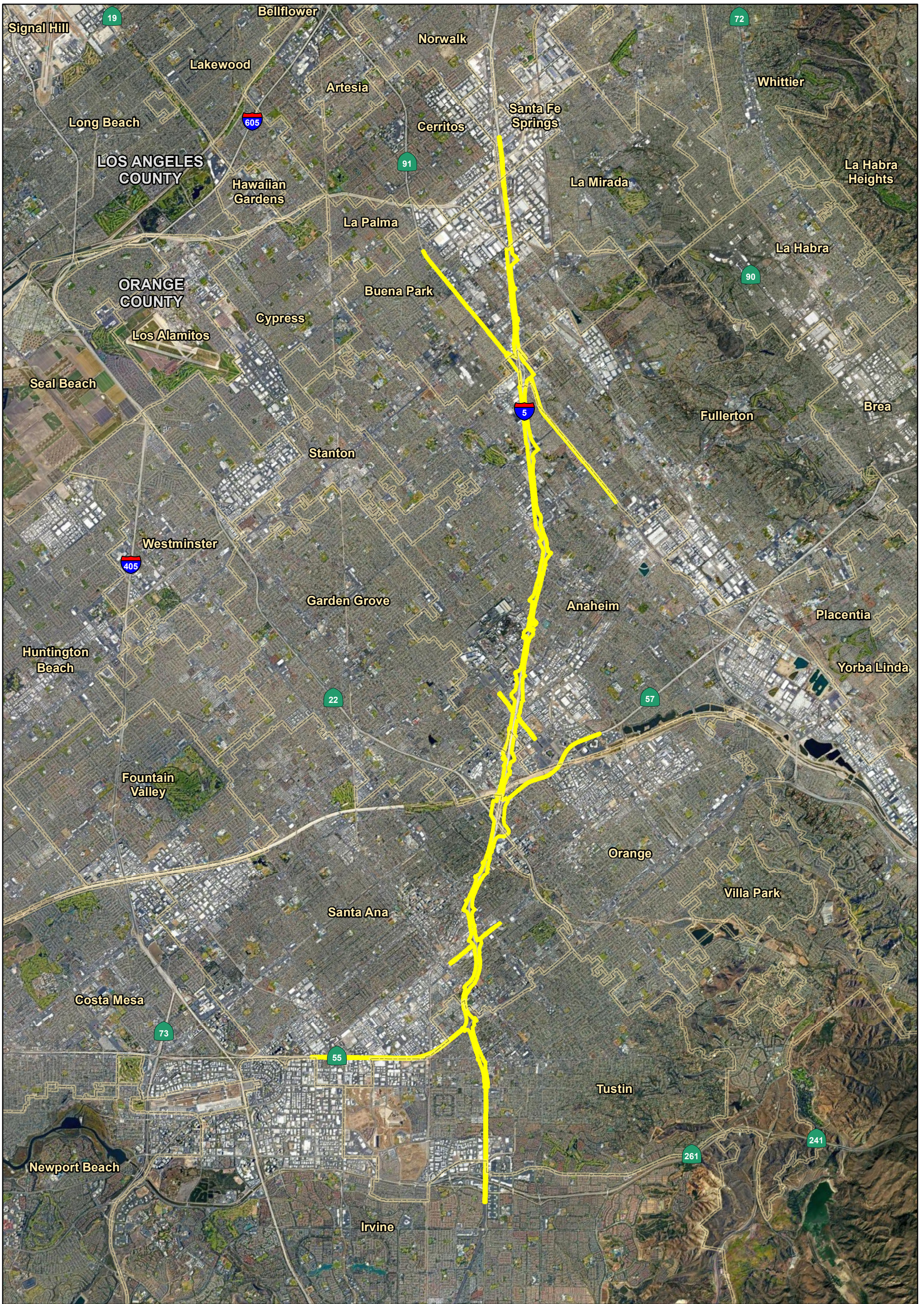
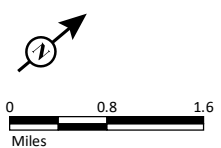


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522
TTY 711
www.dot.ca.gov/d12



Making Conservation
A California Way of Life.

November 9, 2022

David Nobbs, Parks Maintenance Supervisor
City of Orange – Community Services Department
300 East Chapman Avenue
Orange, CA 92866

Dear Mr. Nobbs,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Santiago Creek Bike Trail

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, the Santiago Creek Bike Trail. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 303) declares that “[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” De minimis impacts to a Section 4(f) resource are defined as those project impacts that do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f). Accordingly, a

Preliminary Section 4(f) de minimis determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project's potential effects on the resources, and describe measures to minimize harm to the affected resources.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy

(RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

The Santiago Creek Bike Trail is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area.

A portion of the Santiago Creek Bike Trail is located immediately adjacent to and east of I-5 and North Broadway. The trail is owned by the City of Orange. The Santiago Creek Bike Trail also accommodates the use of its facilities by the general public. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the City of Orange, effects to the park would be considered a de minimis impact per 23 Code of Federal Regulations 774. De minimis impacts on publicly owned parks and recreational facilities are defined as impacts that do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f).

Further consultation and concurrence from the City of Orange is necessary to confirm a de minimis impact finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence in Fall 2023 for this de minimis determination.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (657) 328-6151 or via email at smita.deshpande@dot.ca.gov.

Sincerely,



Alben Phung for

SMITA DESHPANDE

Branch Chief

Division of Environmental Analysis – Generalist Branch

Attachment: Figure 1

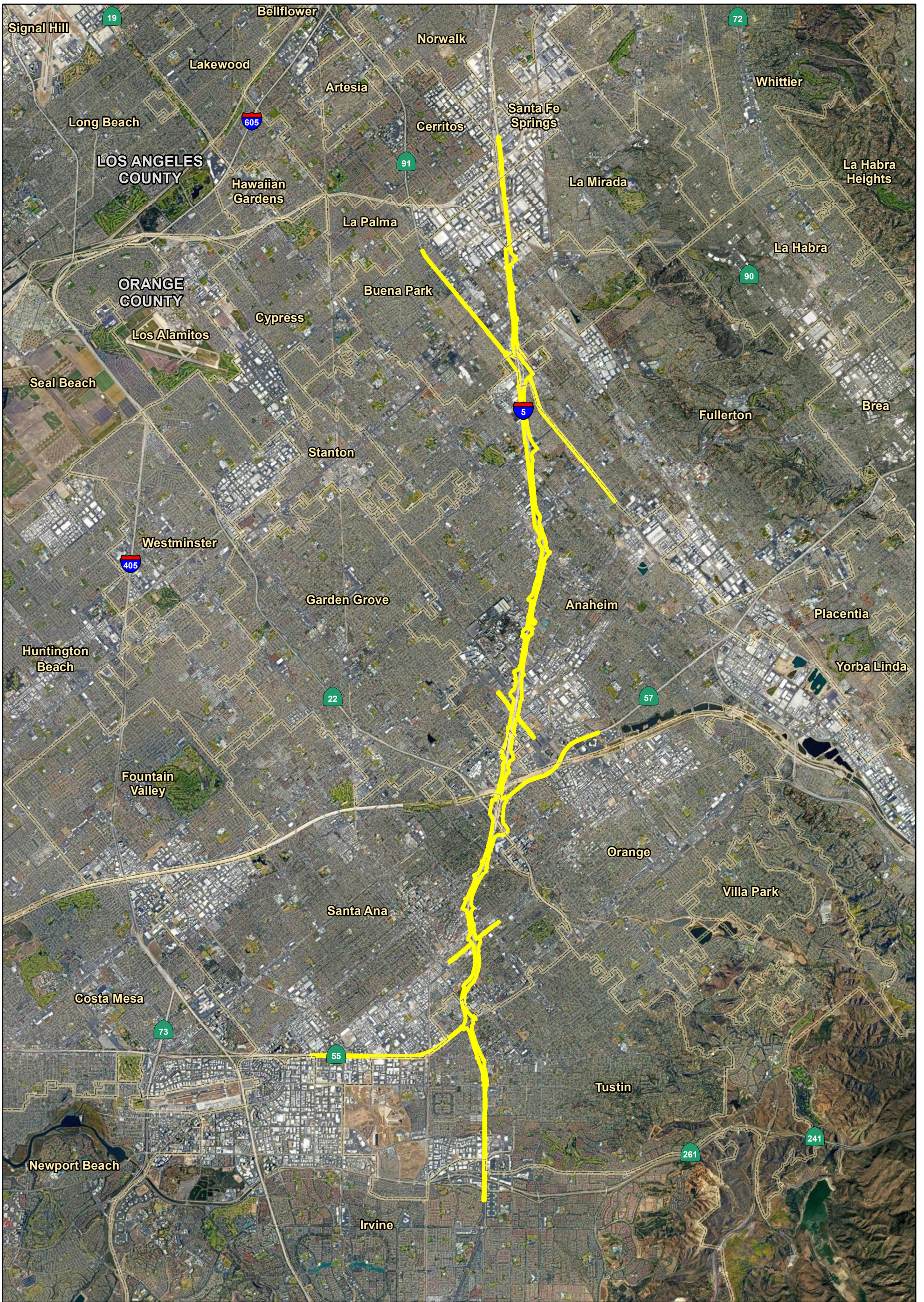


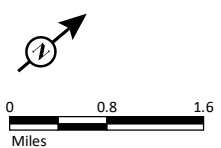


FIGURE 1

LEGEND
 Project Area
 City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
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November 9, 2022

Sal Sanchez, Senior Director of Maintenance, Operations, and Facilities
Tustin Unified School District
300 South C Street
Tustin, CA 92780

Dear Mr. Sanchez:

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Tustin High School

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, the Tustin High School recreational field. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 303) declares that "[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." De minimis impacts to a Section 4(f) resource are defined as those project impacts that do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f). Accordingly, a Preliminary Section 4(f) de minimis determination has been

made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project's potential effects on the resources, and describe measures to minimize harm to the affected resources.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy

(RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Tustin High School's recreational field is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area.

Tustin High School is located immediately adjacent to and north of I-5 and El Camino Real and is owned by the Tustin Unified School District and the City of Tustin. The recreational field at Tustin High School also accommodates the use of

Sal Sanchez, Senior Director of Maintenance, Operations, and Facilities
November 9, 2022
Page 4

its facilities by the general public. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the city of Tustin, effects to the recreational field at Tustin High School would be considered a de minimis impact per 23 Code of Federal Regulations 774. De minimis impacts on publicly owned parks and recreational facilities are defined as impacts that do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f).

Further consultation and approval from the City of Tustin is necessary to confirm a de minimis impact finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence in Fall 2023 for this de minimis determination.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (657) 328-6151 or via email at smita.deshpande@dot.ca.gov.

Sincerely,



Alben Phung for

SMITA DESHPANDE

Branch Chief

Division of Environmental Analysis – Generalist Branch

Attachment: Figure 1

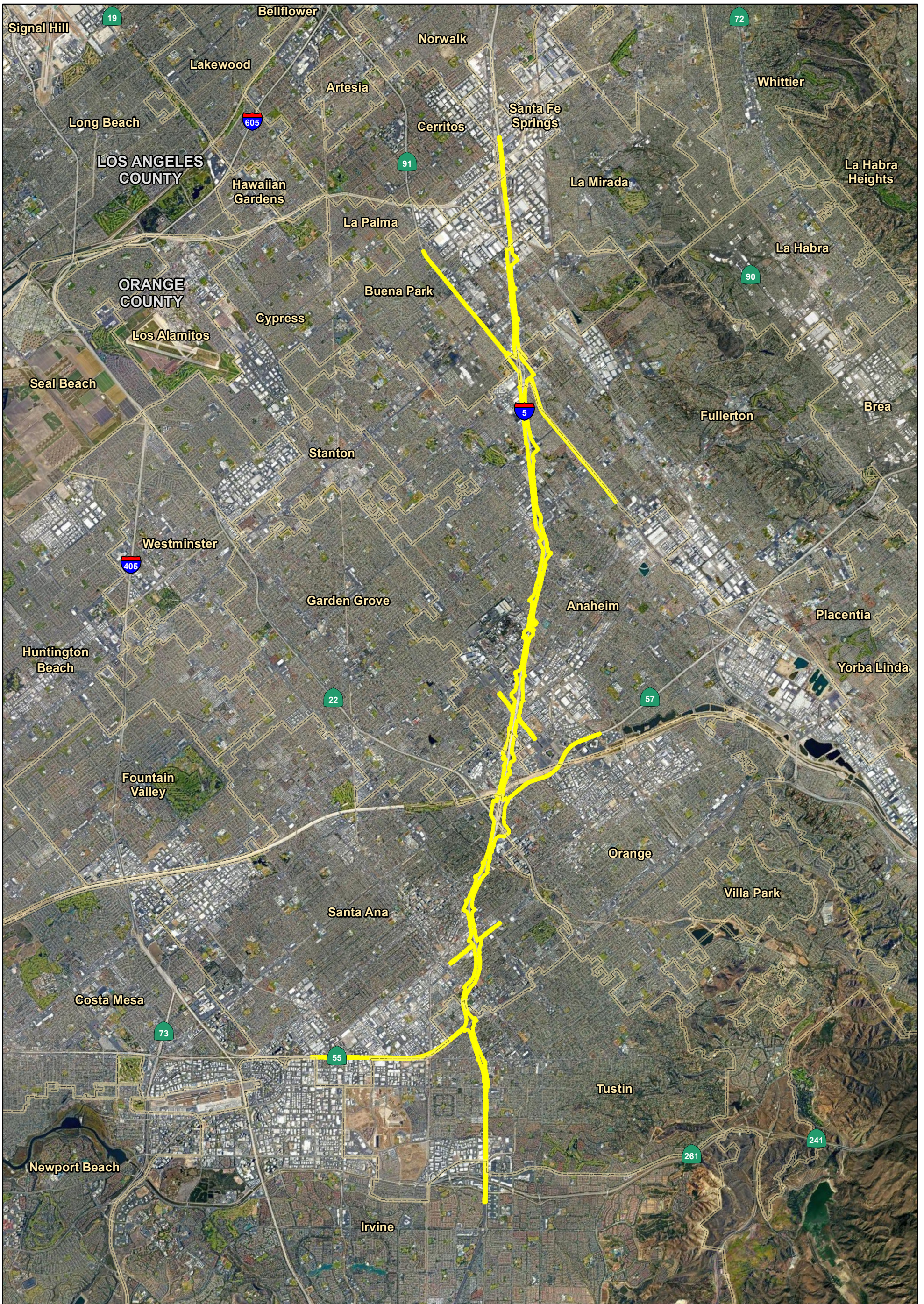
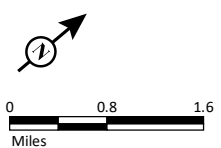


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522
TTY 711
www.dot.ca.gov/d12



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May 17, 2023

James Wootten, Senior Maintenance Inspector
Orange County Flood Control
Parks, Recreation, and Community Services Agency
1 Irvine Park Road
Orange, CA 92862

Dear Mr. Wootten,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Santa Ana River Regional Riding and Hiking Trail

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Santa Ana River Regional Riding and Hiking Trail. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 303) declares that “[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” A Preliminary Section 4(f) ‘no use’ determination has been made.

The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would

occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Santa Ana River Regional Riding and Hiking Trail is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area.

Santa Ana River Regional Riding and Hiking Trail follows the existing Santa Ana River alignment and spans 30 mi from Huntington Beach to Corona. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the Orange County Flood Control, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the Orange County Flood Control is necessary to confirm a no-use finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

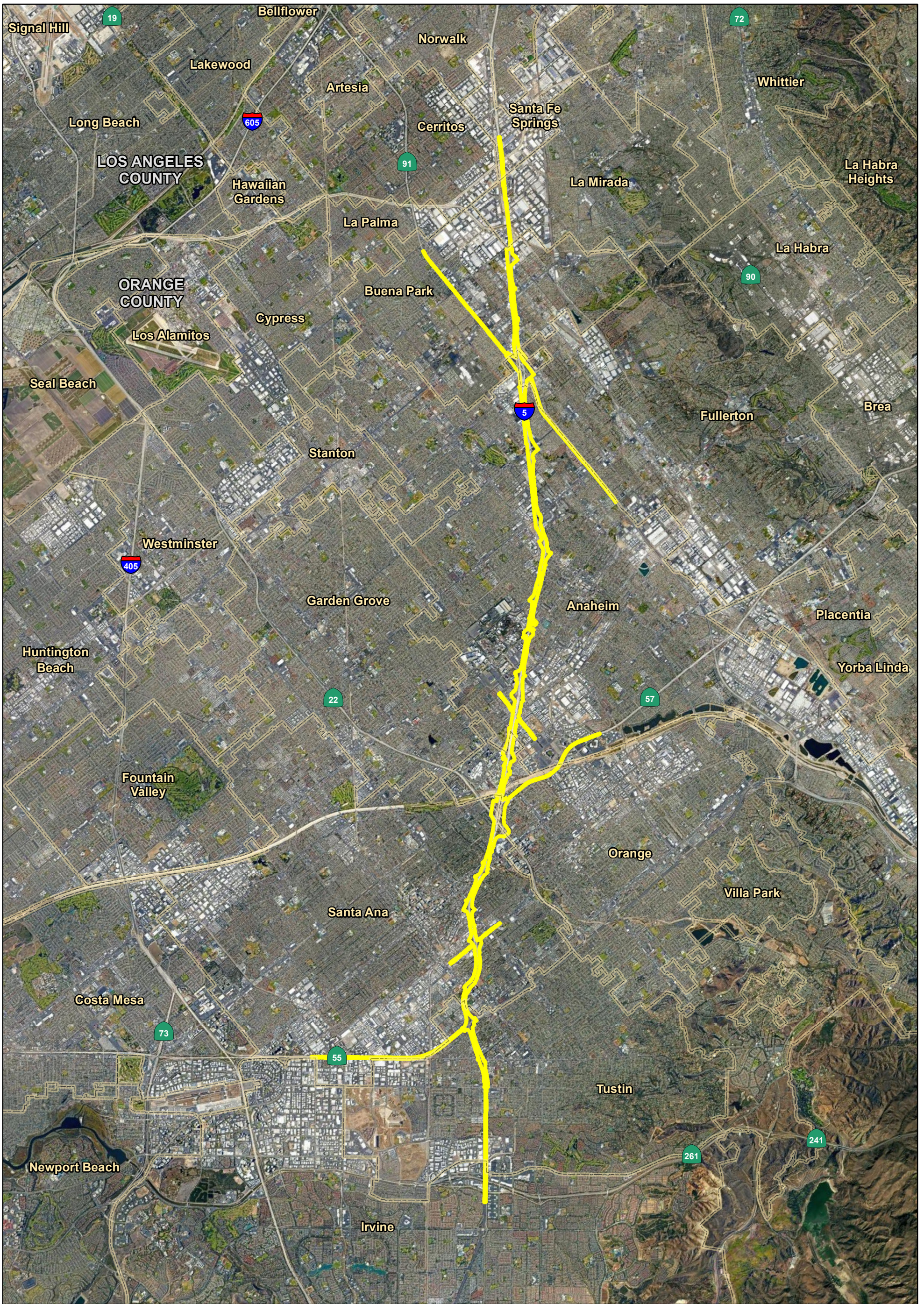
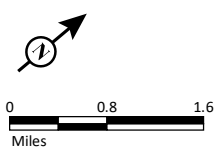


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
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May 18, 2023

Tom Rizzuti, Director of Facilities & Planning
Tustin Unified School District
300 South C Street
Tustin, CA 92780

Dear Mr. Rizzuti,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Tustin High School

On November 7th, 2022, an initial consultation letter from Caltrans (Project proponent) was sent reflecting a de minimus determination. However, upon further review, it was determined that the project will have a “no use” determination regarding the Section 4(f) resource Tustin High School. Therefore, this coordination letter is to clarify this preliminary “no use” determination.

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Tustin High School. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 303) declares that “[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and

recreation lands, wildlife and waterfowl refuges, and historic sites." A Preliminary Section 4(f) 'no use' determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would

occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Tustin Unified School District – Parks, Recreation, and Community Services
Agency
May 18, 2023
Page 4

Section 4(f) Property Qualification

Tustin High School is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned reactional area.

Tustin High School is located immediately adjacent to and north of I-5 and El Camino Real and is owned by the Tustin Unified School District and the City of Tustin. The recreational field at Tustin High School also accommodates the use of its facilities by the general public. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within Tustin Unified School District, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from Tustin Unified School District is necessary to confirm a no-use finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung

Branch Chief

Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

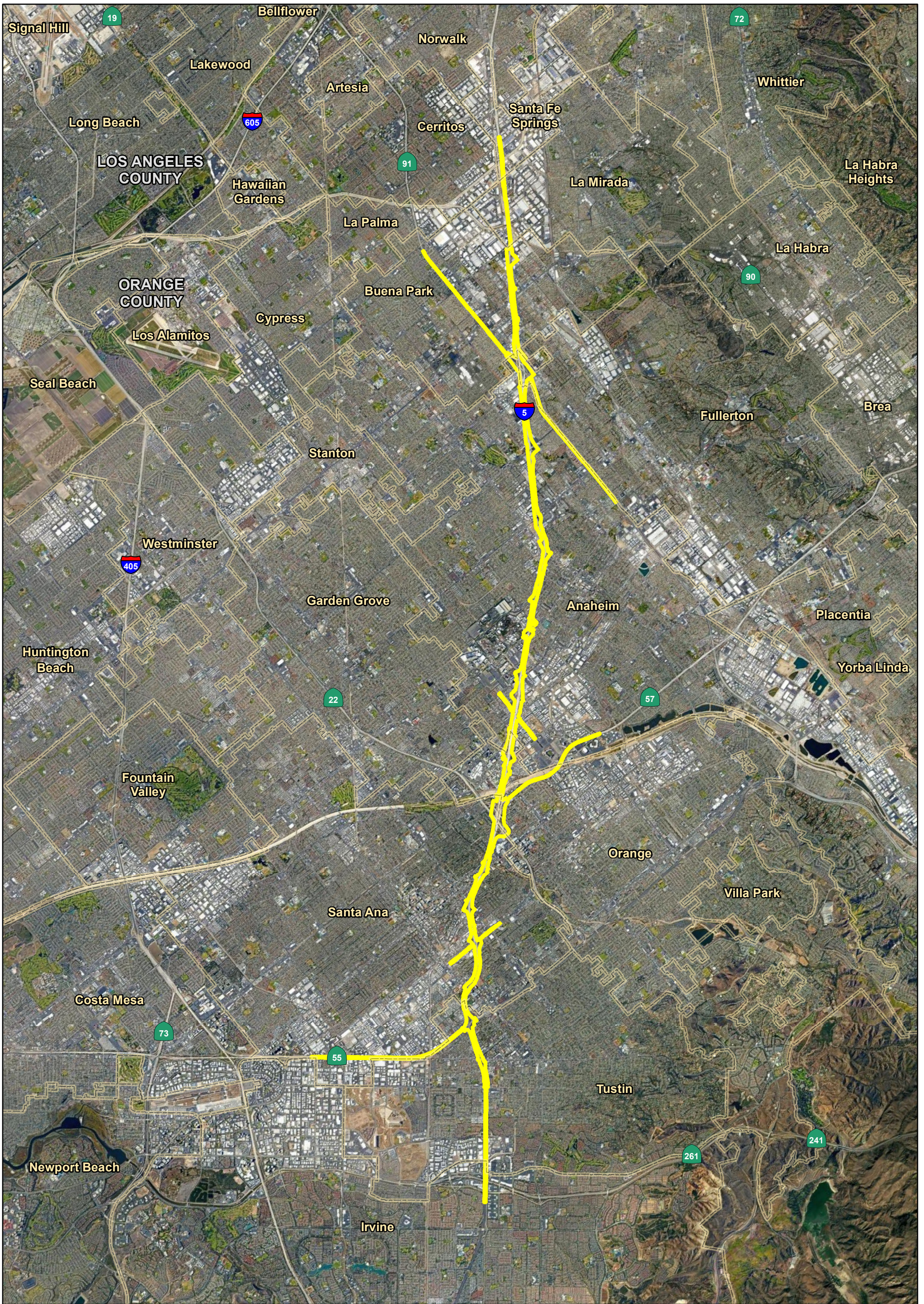
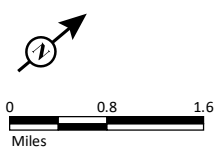


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522
TTY 711
www.dot.ca.gov/d12



Making Conservation
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May 16, 2023

Jose Jimenez, Parks Manager
City of Anaheim
Parks, Recreation, and Community Services Agency
200 South Anaheim Boulevard, Suite 433
Anaheim, CA 92805

Dear Mr. Jimenez,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Cottonwood Park

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Cottonwood Park. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 303) declares that “[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” A preliminary Section (4) ‘no use’ determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature

and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments'

(SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Cottonwood Park is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned reactional area.

Cottonwood Park is located immediately adjacent to the east of the Project Area. The facility is a 0.5 ac park that includes a pair of mature cottonwood trees and features two age-specific playgrounds. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the City of Anaheim, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the City of Anaheim is necessary to confirm a 'no use' finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

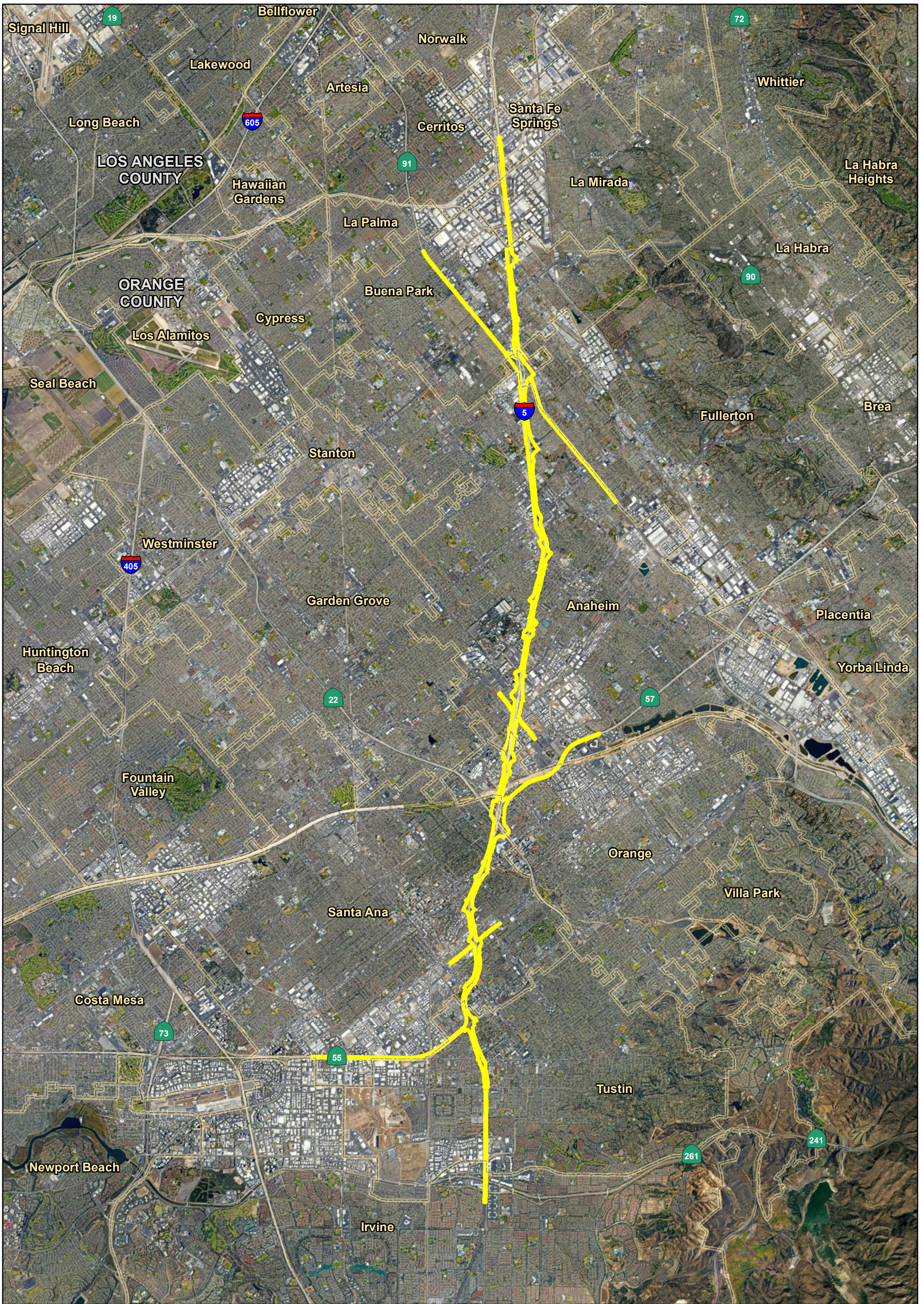
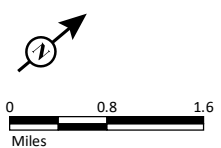


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
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May 16, 2023

Hank Shing & Matt Suska
Los Angeles County Department of Public Works
Parks, Recreation, and Community Services Agency
1000 South Fremont Avenue, Unit #40, Building A-9 West, 3rd Floor
Alhambra, CA 91803

Dear Mr. Shing & Mr. Suska,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Coyote Creek Bikeway

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Coyote Creek Bikeway. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 303) declares that “[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” A Preliminary Section 4(f) ‘no use’ determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature

and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally

constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Coyote Creek Bikeway is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned reactional area.

Los Angeles County Department of Public Works – Parks, Recreation, and
Community Services Agency
May 16, 2023
Page 4

Coyote Creek Bikeway is located at 183rd Street in La Palma and travels northeast until it terminates at Hillsborough Drive in La Mirada. This trail crosses under the Project Area in the city of La Mirada. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the Los Angeles County Department of Public Works, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the Los Angeles County Department of Public Works is necessary to confirm a 'no use' finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

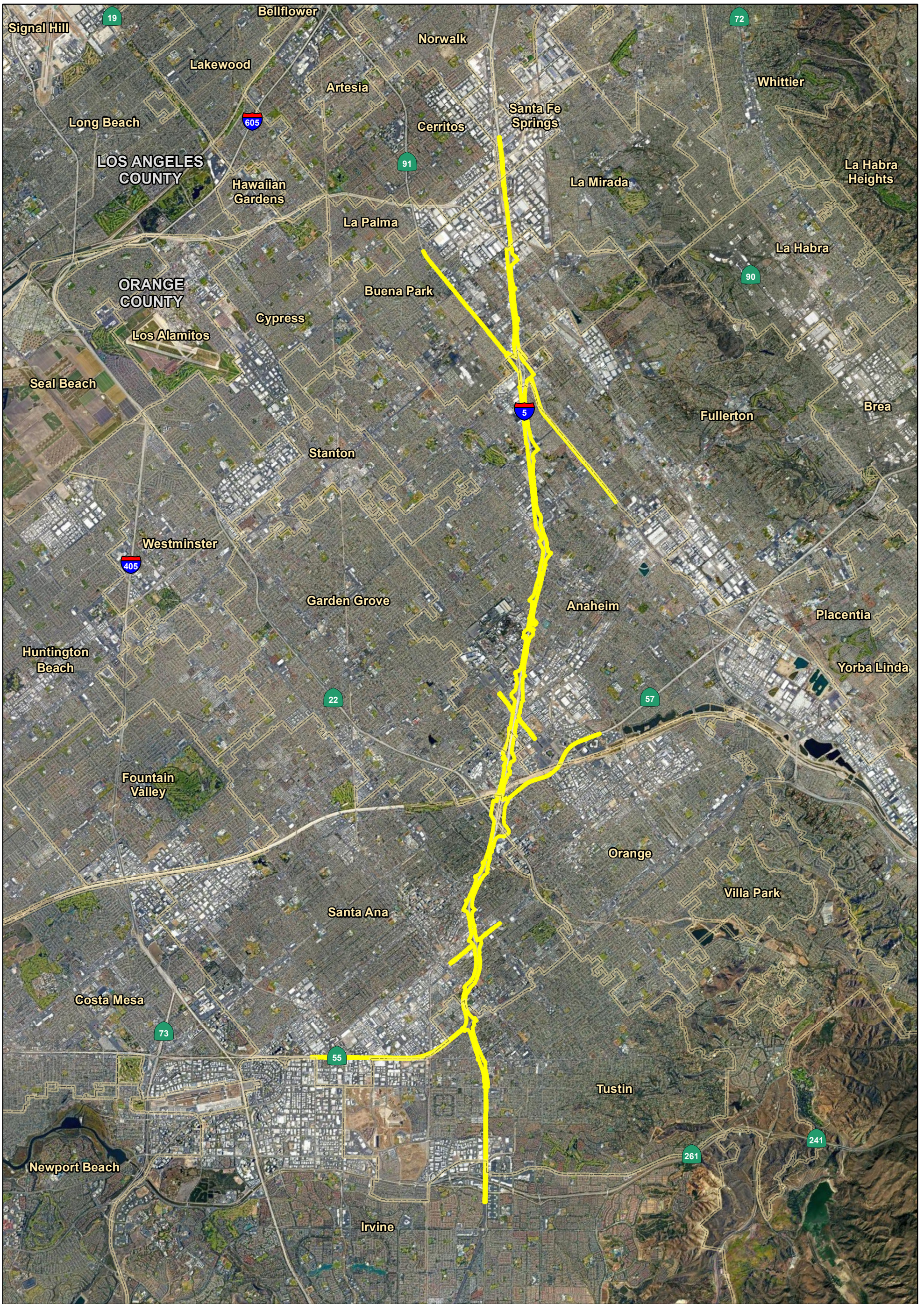
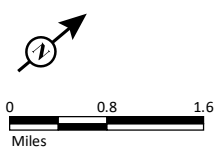


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522
TTY 711
www.dot.ca.gov/d12



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May 16, 2023

Jaimee Bourgeois, Director of Public Works and Transportation
City of Irvine
Parks, Recreation, and Community Services Agency
1 Civic Center Plaza
Irvine, CA 92606-5207

Dear Ms. Bourgeois,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Peters Canyon Off-Street Bikeway

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Peters Canyon Off-Street Bikeway. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 303) declares that “[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” A Preliminary Section 4(f) ‘no use’ determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study

Area, describe the nature and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally

constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Peters Canyon Off-Street Bikeway is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area.

Peters Canyon Off-Street Bikeway is located along the east side of the Peters Canyon Wash Channel from the city of Orange and extending from Portola Parkway to Edinger Avenue. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the City of Irvine, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the City of Irvine is necessary to confirm a 'no use' finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch
Attachment: Figure 1

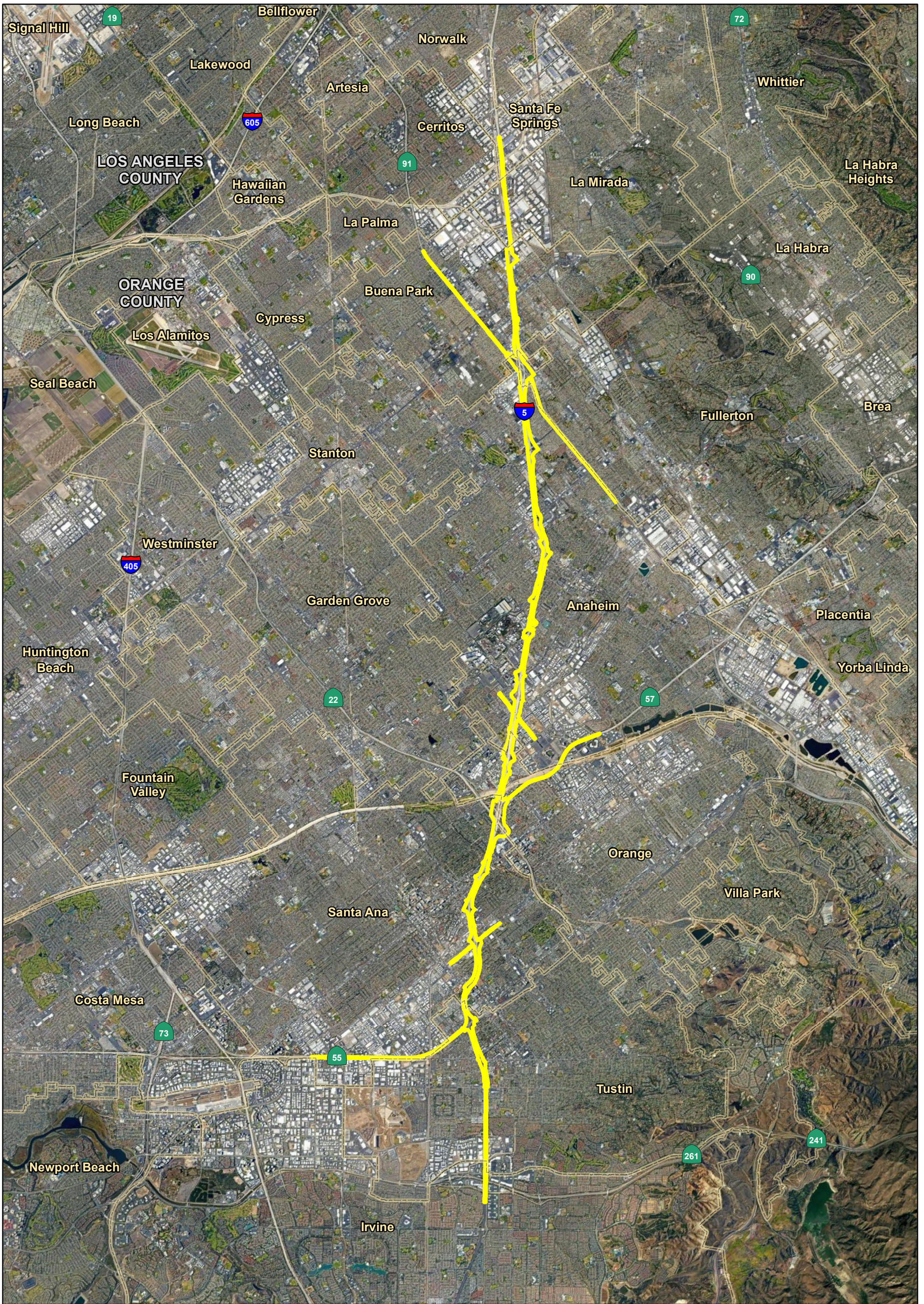
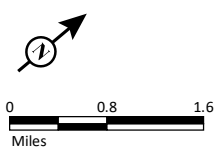


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

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I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
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PHONE (657) 328-6000
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www.dot.ca.gov/d12



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May 17, 2023

James Wootten, Senior Maintenance Inspector
County of Orange
Parks, Recreation, and Community Services Agency
1 Irvine Park Road
Orange, CA 92862

Dear Mr. Wootten,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Peters Canyon Regional Trail and Bikeway

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Peters Canyon Regional Trail and Bikeway. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 303) declares that “[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” A Preliminary Section 4(f) ‘no use’ determination has been made. The

Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative

assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Peters Canyon Regional Trail and Bikeway is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area.

Peters Canyon Regional Trail and Bikeway is located Along the west side of the Peters Canyon Wash Channel from the County of Orange; extending south through the cities of Tustin, Irvine, and Newport Beach; and ending in the Upper Newport Bay. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the County of Orange, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the County of Orange is necessary to confirm a 'no use' finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch
Attachment: Figure 1

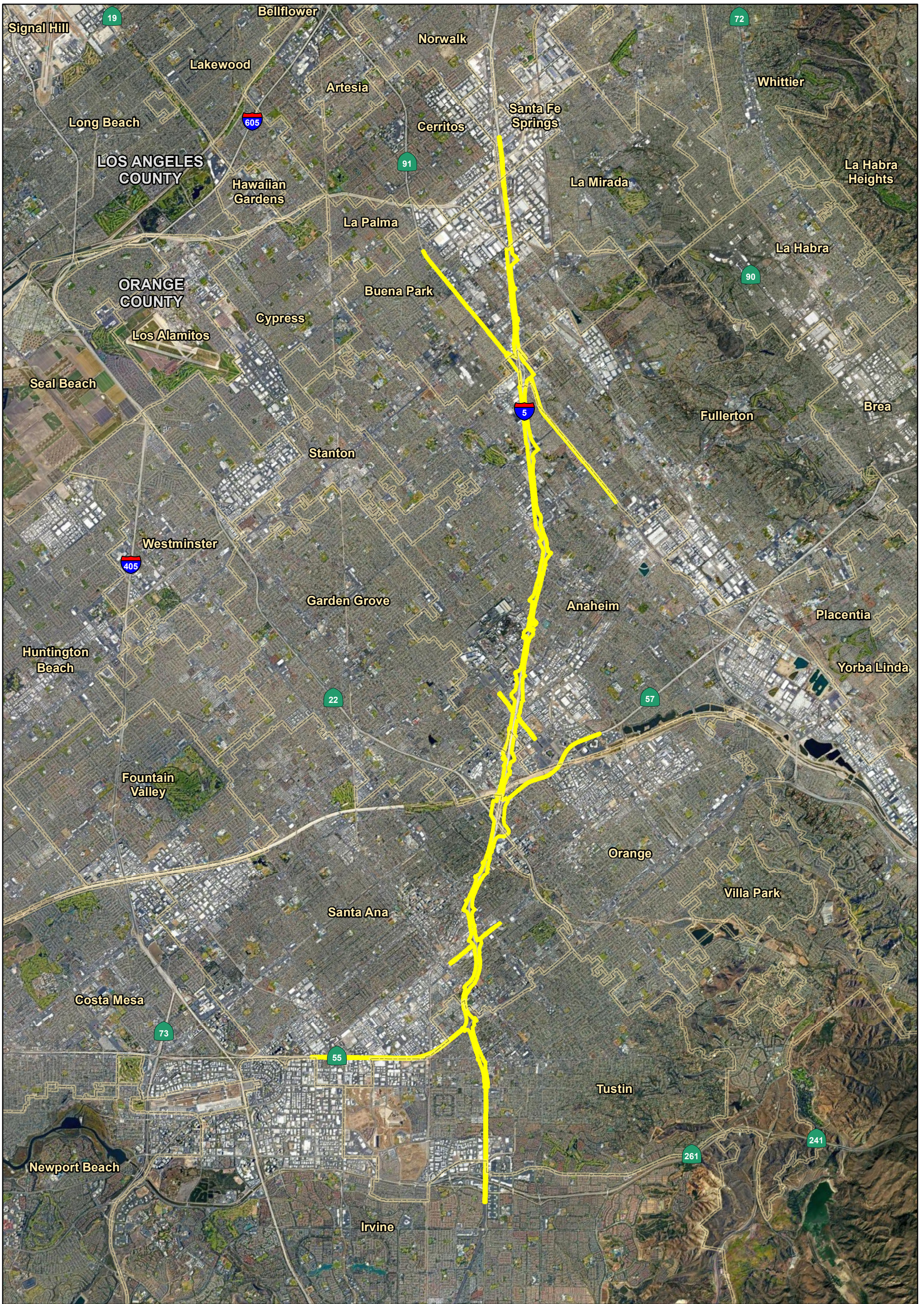
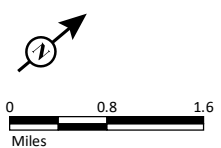


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

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I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522
TTY 711
www.dot.ca.gov/d12



Making Conservation
A California Way of Life.

May 18, 2023

Juan Lopez, Park Inspections Supervisor
City of Santa Ana – Saddleback View Park
20 Civic Center Plaza
Santa Ana, CA 92701

Dear Mr. Juan Lopez,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Saddleback View Park

On November 7th, 2022, an initial consultation letter from Caltrans (Project proponent) was sent reflecting a de minimus determination. However, upon further review, it was determined that the project will have a “no use” determination regarding the Section 4(f) resource Saddleback View Park. Therefore, this coordination letter is to clarify this preliminary “no use” determination.

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Saddleback View Park. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 303) declares that “[i]t is the policy of the United States government that special effort should be made

to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." A Preliminary Section 4(f) 'no use' determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would

occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Saddleback View Park is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned reactional area.

Saddleback View Park is located immediately adjacent to and south of I-5 and east of Grand Avenue, and is owned by the City of Santa Ana. Saddleback View Park also accommodates the use of its facilities by the general public. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the City of Santa Ana, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the City of Santa Ana is necessary to confirm a no-use finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

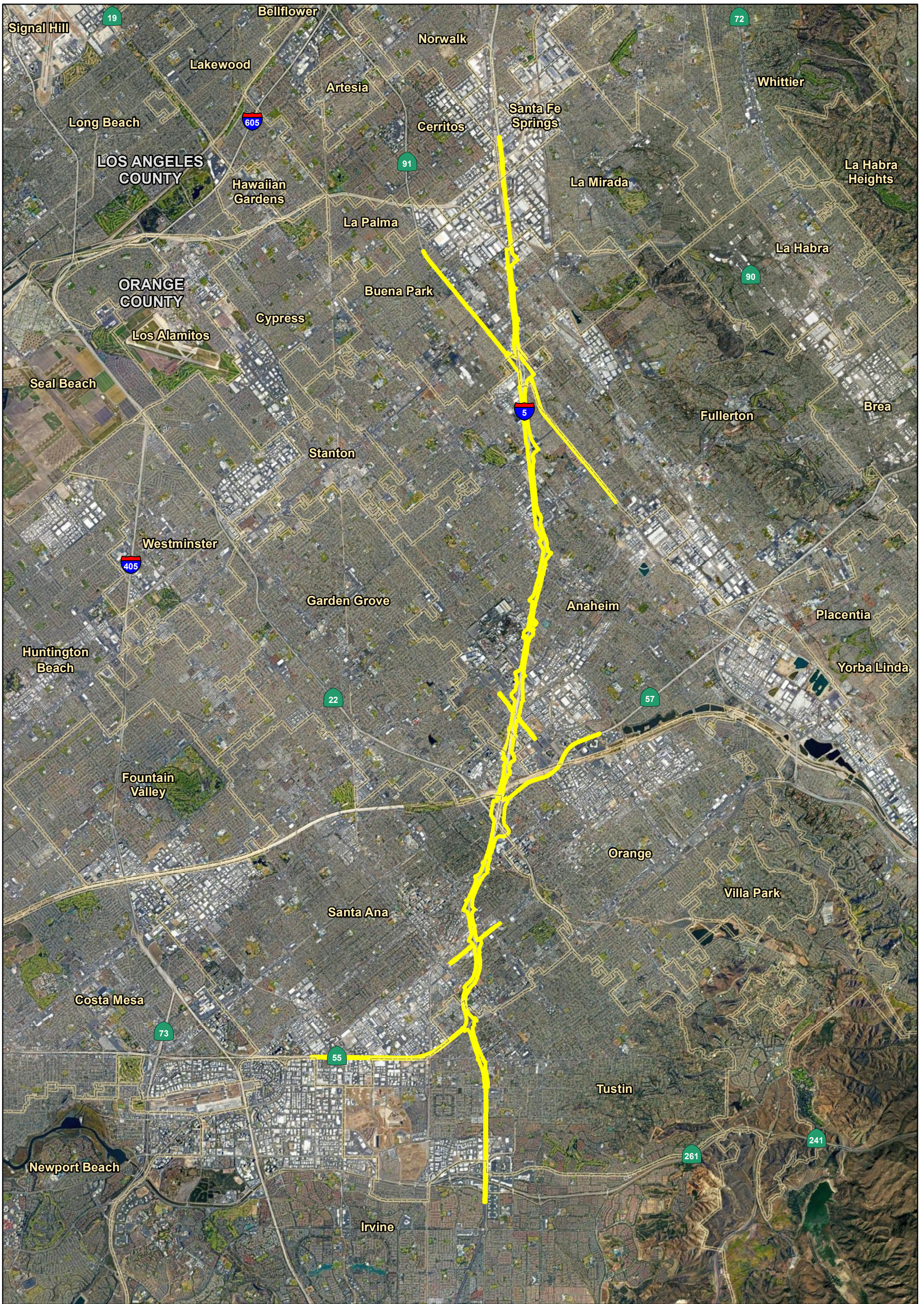
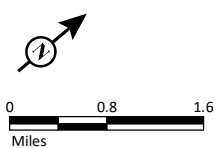


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522
TTY 711
www.dot.ca.gov/d12



Making Conservation
A California Way of Life.

May 16, 2023

Ethan Fisher, Zoo Manager
City of Santa Ana
Parks, Recreation, and Community Services Agency
20 Civic Center Plaza
Santa Ana, CA 92701

Dear Mr. Fisher,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Santa Ana Zoo at Prentice Park

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Santa Ana Zoo at Prentice Park. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 303) declares that “[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” A Preliminary Section 4(f) ‘no use’ determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature

and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments'

(SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Santa Ana Zoo at Prentice Park is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area.

Santa Ana Zoo at Prentice Park is located immediately to the west of the Project Area. This recreational facility is approximately 35 ft from the Project Area. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the City of Santa Ana, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the City of Santa Ana is necessary to confirm a 'no use' finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch
Attachment: Figure 1

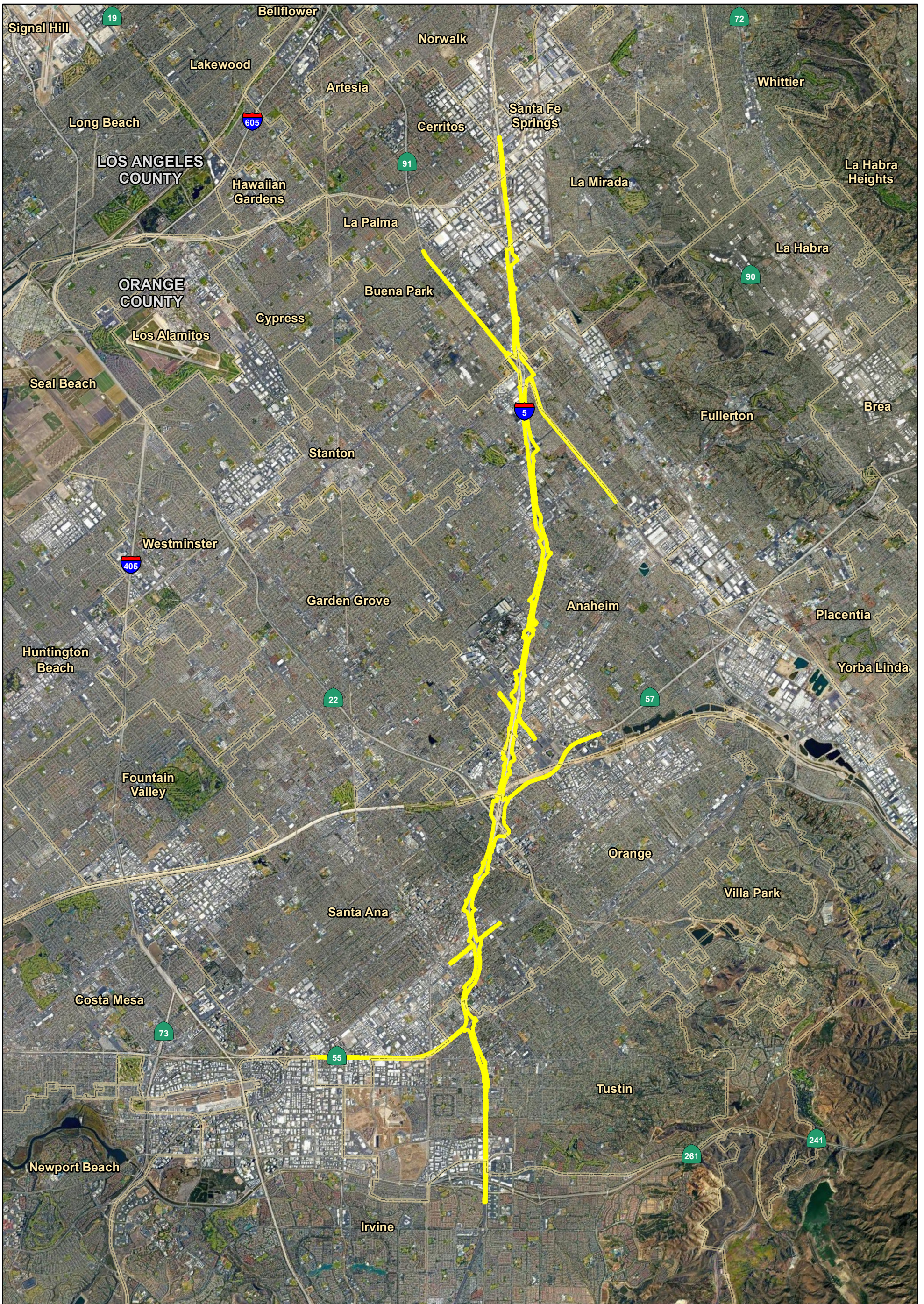
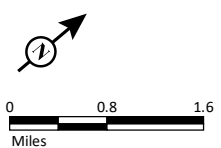


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

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I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522
TTY 711
www.dot.ca.gov/d12



Making Conservation
A California Way of Life.

May 18, 2023

David Nobbs, Parks Maintenance Supervisor
City of Orange – Community Services Department
RE: Santiago Creek Bike Trail
300 East Chapman Avenue
Orange, CA 92866

Dear Mr. David Nobbs,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Santiago Creek Bike Trail

On November 7th, 2022, an initial consultation letter from Caltrans (Project proponent) was sent reflecting a de minimus determination. However, upon further review, it was determined that the project will have a “no use” determination regarding the Section 4(f) resource Santiago Creek Bike Trail. Therefore, this coordination letter is to clarify this preliminary “no use” determination.

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Santiago Creek Bike Trail. Section 4(f) of the federal Department of

Transportation Act of 1966 (49 United States Code [USC] § 303) declares that “[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” A Preliminary Section 4(f) ‘no use’ determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project’s potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a ‘no use’ of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Santiago Creek Bike Trail is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area. A portion of the Santiago Creek Bike Trail is located immediately adjacent to and east of I-5 and North Broadway. The trail is owned by the City of Orange. The Santiago Creek Bike Trail also accommodates the use of its facilities by the general public. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the City of Orange, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the City of Orange is necessary to confirm a no-use finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

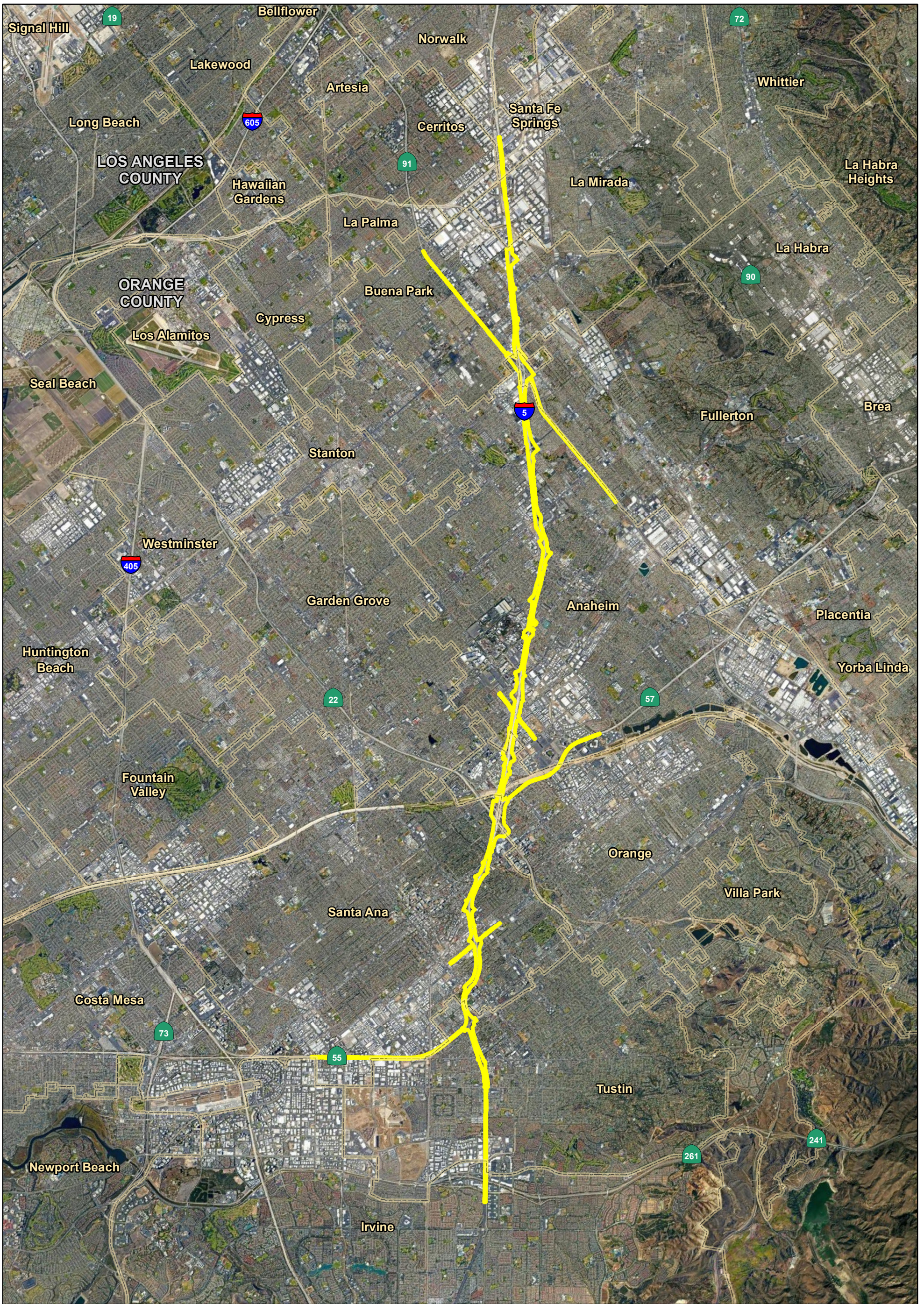
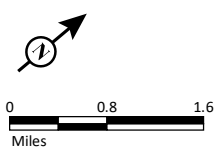


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522
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www.dot.ca.gov/d12



Making Conservation
A California Way of Life.

May 18, 2023

Juan Lopez, Park Inspections Supervisor
City of Santa Ana – William Eldridge Park
20 Civic Center Plaza
Santa Ana, CA 92701

Dear Mr. Juan Lopez,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – William Eldridge Park

On November 7th, 2022, an initial consultation letter from Caltrans (Project proponent) was sent reflecting a de minimus determination. However, upon further review, it was determined that the project will have a “no use” determination regarding the Section 4(f) resource William Eldridge Park. Therefore, this coordination letter is to clarify this preliminary “no use” determination.

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, William Eldridge Park. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 303) declares that “[i]t

is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” A Preliminary Section 4(f) ‘no use’ determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project’s potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a ‘no use’ of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative,

no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

William Eldridge Park is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area.

William Eldridge Park is located immediately adjacent to and west of the I-5/SR-22 junction and is owned by the City of Santa Ana. William Eldridge Park also accommodates the use of its facilities by the general public. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the City of Santa Ana, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the City of Santa Ana is necessary to confirm a no-use finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,

Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

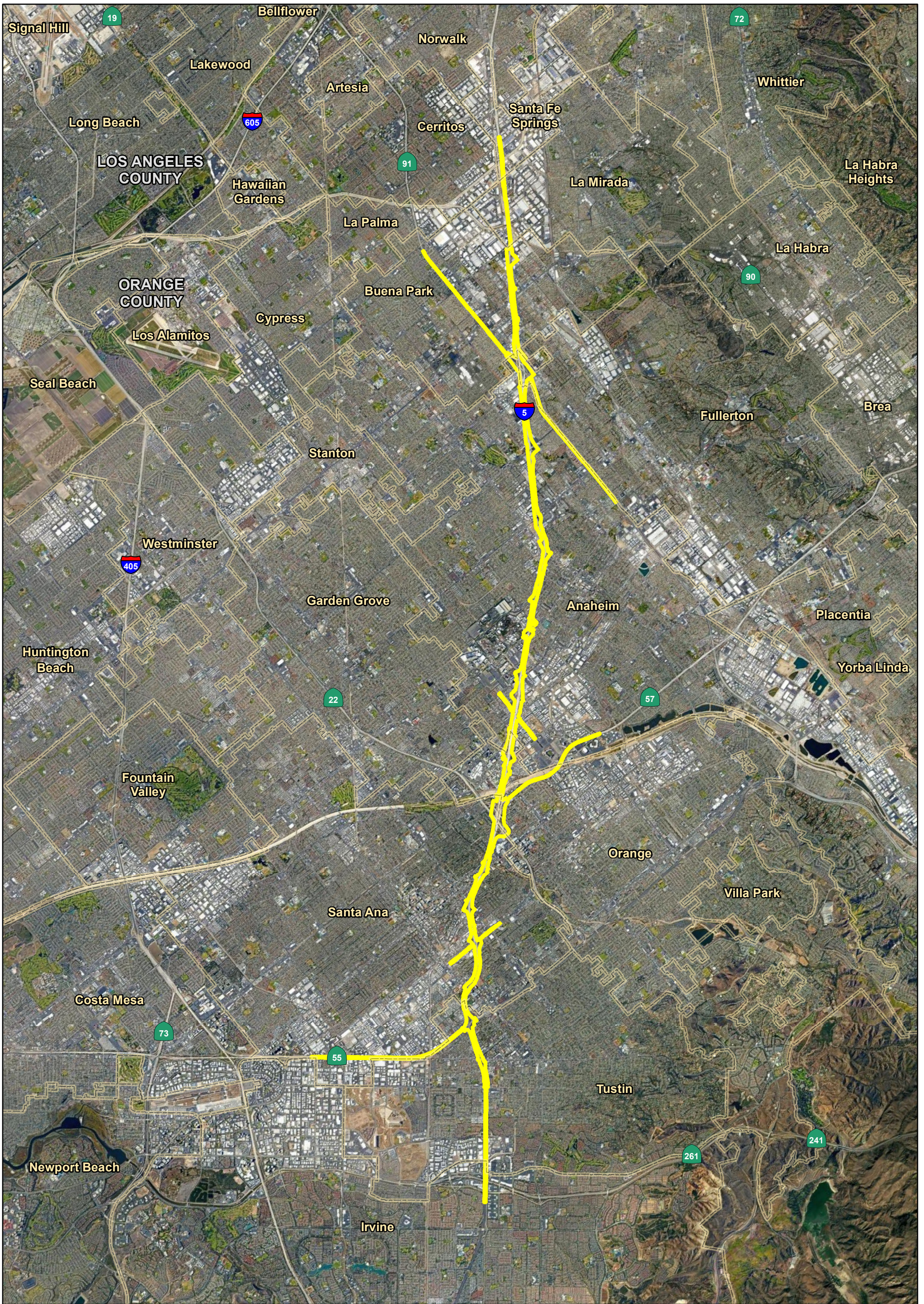
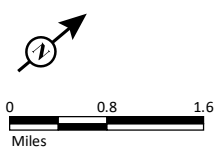


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

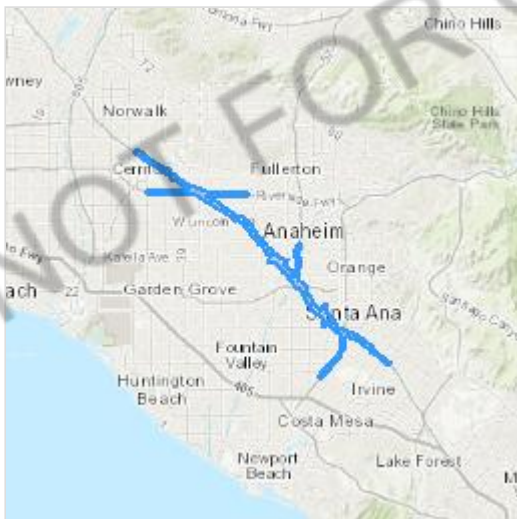
IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Los Angeles and Orange counties, California



Local office

Carlsbad Fish And Wildlife Office

☎ (760) 431-9440

📅 (760) 431-5901

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

-
1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
 2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Pacific Pocket Mouse <i>Perognathus longimembris pacificus</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8080	Endangered

Birds

NAME	STATUS
California Least Tern <i>Sterna antillarum browni</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8104	Endangered
Coastal California Gnatcatcher <i>Polioptila californica californica</i> Wherever found There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8178	Threatened
Least Bell's Vireo <i>Vireo bellii pusillus</i> Wherever found There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5945	Endangered
Light-footed Clapper Rail <i>Rallus longirostris levipes</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6035	Endangered
Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i> Wherever found There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/6749	Endangered

Western Snowy Plover *Charadrius nivosus nivosus* **Threatened**

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

<https://ecos.fws.gov/ecp/species/8035>

Fishes

NAME	STATUS
Santa Ana Sucker <i>Catostomus santaanae</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/3785	Threatened

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate

Flowering Plants

NAME	STATUS
Salt Marsh Bird's-beak <i>Cordylanthus maritimus</i> ssp. <i>maritimus</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6447	Endangered
Ventura Marsh Milk-vetch <i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i> Wherever found There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/1160	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
<p>Allen's Hummingbird <i>Selasphorus sasin</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9637</p>	Breeds Feb 1 to Jul 15

<p>Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p>	Breeds Jan 1 to Aug 31
<p>Belding's Savannah Sparrow <i>Passerculus sandwichensis beldingi</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8</p>	Breeds Apr 1 to Aug 15
<p>Black Skimmer <i>Rynchops niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5234</p>	Breeds May 20 to Sep 15
<p>Black Swift <i>Cypseloides niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8878</p>	Breeds Jun 15 to Sep 10
<p>Black Tern <i>Chlidonias niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093</p>	Breeds May 15 to Aug 20
<p>Black-chinned Sparrow <i>Spizella atrogularis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9447</p>	Breeds Apr 15 to Jul 31
<p>Bullock's Oriole <i>Icterus bullockii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds Mar 21 to Jul 25
<p>California Thrasher <i>Toxostoma redivivum</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Jan 1 to Jul 31
<p>Clark's Grebe <i>Aechmophorus clarkii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Jun 1 to Aug 31

Common Yellowthroat <i>Geothlypis trichas sinuosa</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lawrence's Goldfinch <i>Carduelis lawrencei</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Long-eared Owl <i>asio otus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3631	Breeds Mar 1 to Jul 15
Marbled Godwit <i>Limosa fedoa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Nuttall's Woodpecker <i>Picoides nuttallii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Oak Titmouse <i>Baeolophus inornatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere

Tricolored Blackbird *Agelaius tricolor*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/3910>

Western Grebe *Aechmophorus occidentalis*

Breeds Jun 1 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/6743>

Willet *Tringa semipalmata*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Wrentit *Chamaea fasciata*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of

presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

- The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

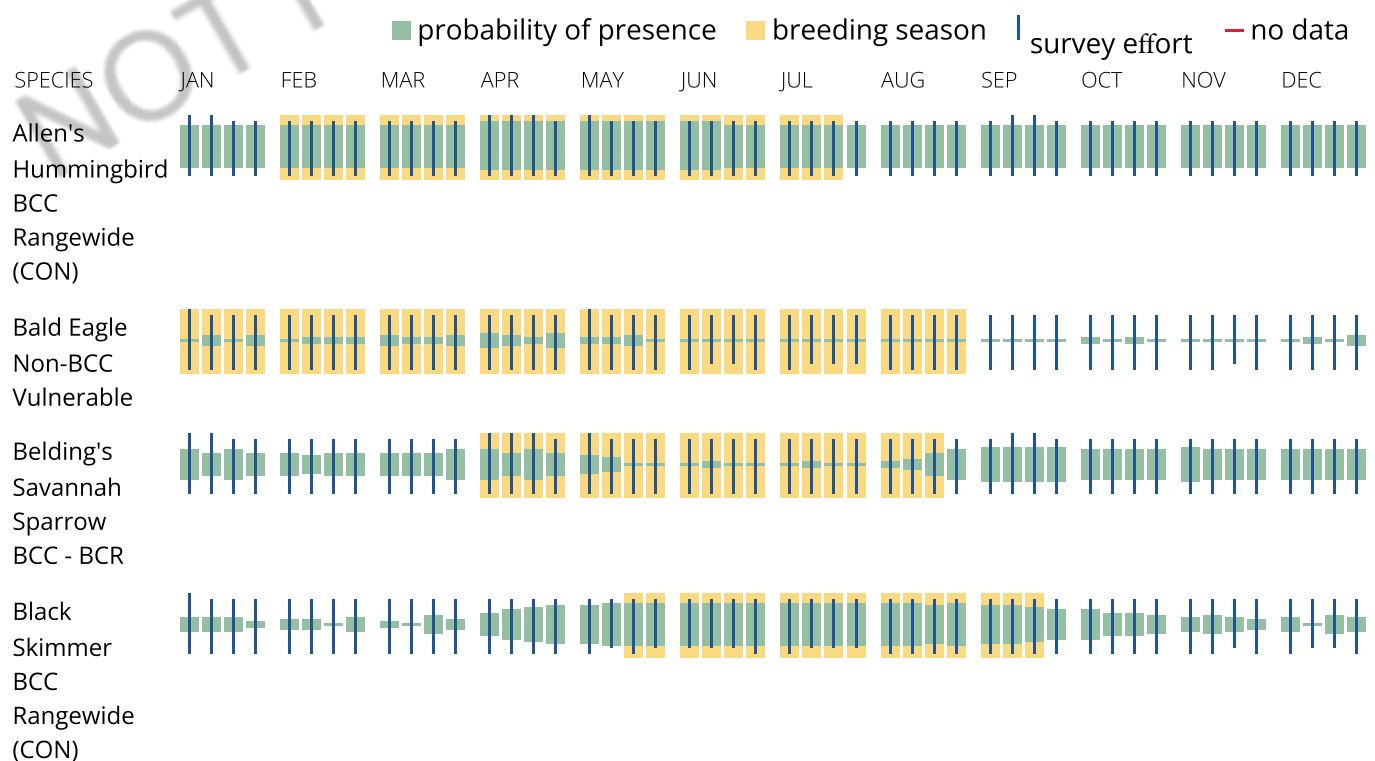
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

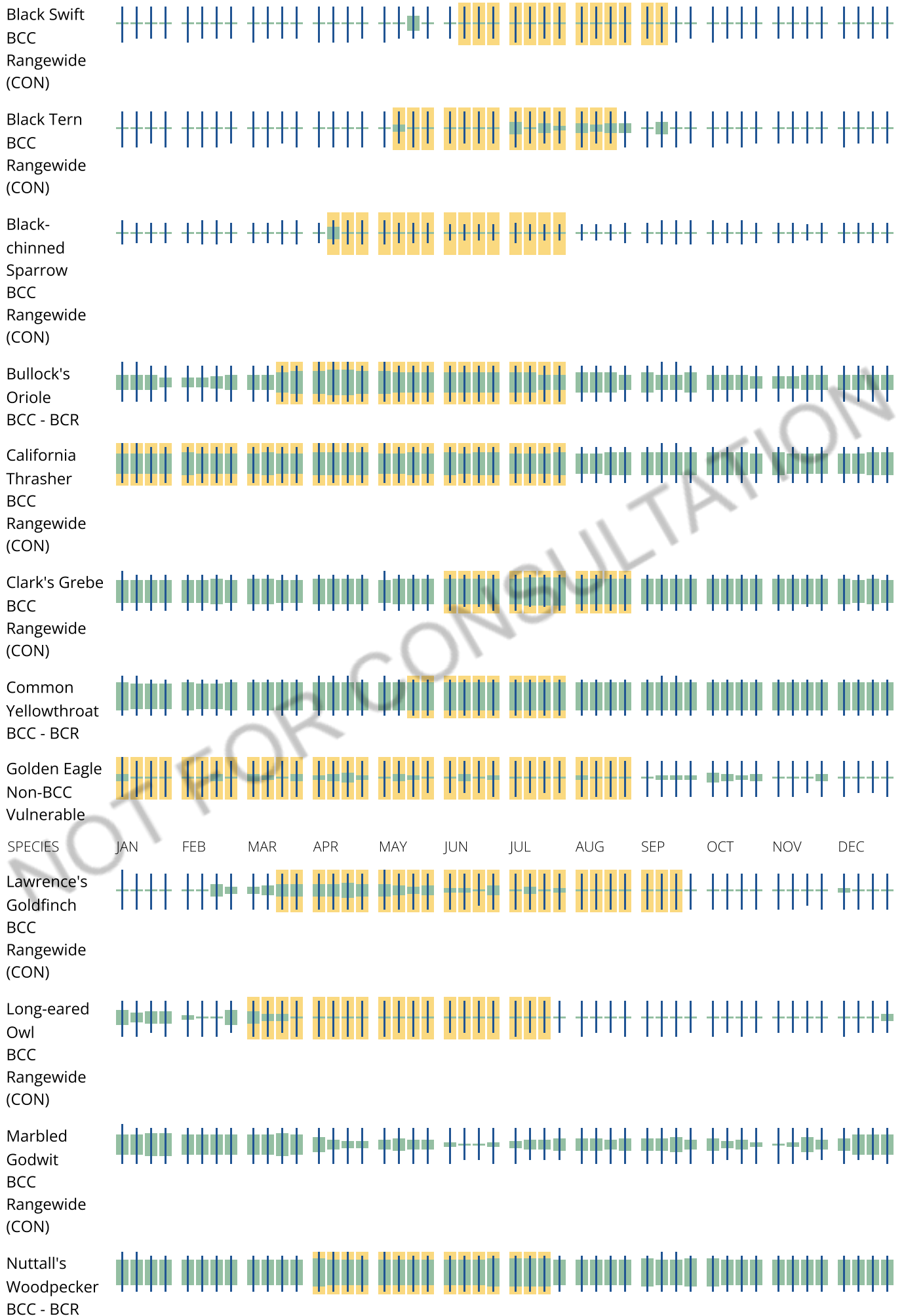
No Data (—)

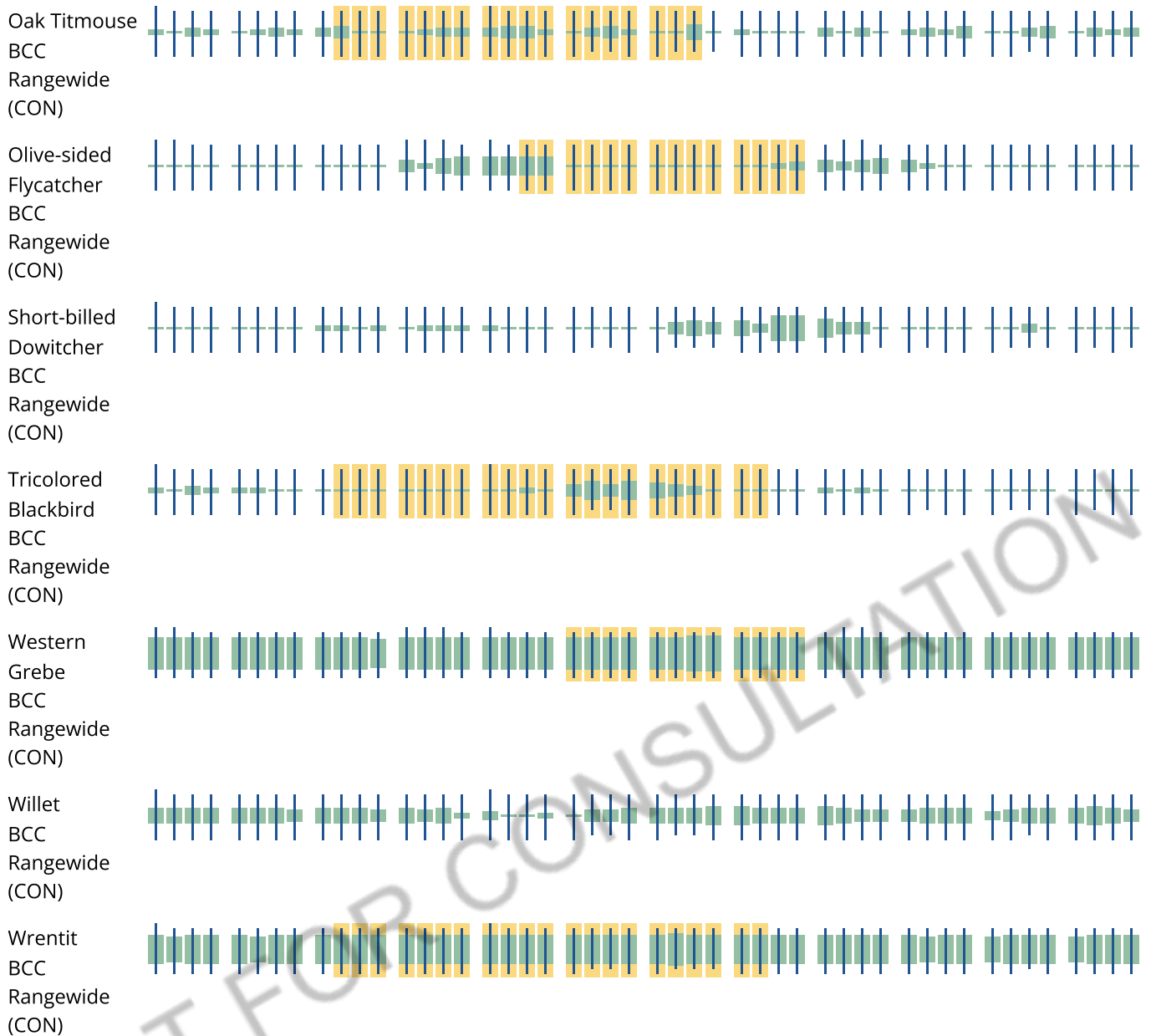
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.







Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Coastal Barrier Resources System

Projects within the [John H. Chafee Coastal Barrier Resources System](#) (CBRS) may be subject to the restrictions on federal expenditures and financial assistance and the consultation requirements of the Coastal Barrier Resources Act (CBRA) (16 U.S.C. 3501 et seq.). For more information, please contact the local [Ecological Services Field Office](#) or visit the [CBRA Consultations website](#). The CBRA website provides tools such as a flow chart to help determine whether consultation is required and a template to facilitate the consultation process.

There are no known coastal barriers at this location.

Data limitations

The CBRS boundaries used in IPaC are representations of the controlling boundaries, which are depicted on the [official CBRS maps](#). The boundaries depicted in this layer are not to be considered authoritative for in/out determinations close to a CBRS boundary (i.e., within the "CBRS Buffer Zone" that appears as a hatched area on either side of the boundary). For projects that are very close to a CBRS boundary but do not clearly intersect a unit, you may contact the Service for an official determination by following the instructions here: <https://www.fws.gov/service/coastal-barrier-resources-system-property-documentation>

Data exclusions

CBRS units extend seaward out to either the 20- or 30-foot bathymetric contour (depending on the location of the unit). The true seaward extent of the units is not shown in the CBRS data, therefore projects in the offshore areas of units (e.g., dredging, breakwaters, offshore wind energy or oil and gas projects) may be subject to CBRA even if they do not intersect the CBRS data. For additional information, please contact CBRA@fws.gov.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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